Santa Barbara Cottage Hospital Foundation Workforce Housing Project

Final

Environmental Impact Report

SCH No. 2004061105

Volume II
Technical Appendices

Prepared For

City of Santa Barbara
Planning Division
630 Garden Street
Santa Barbara, California 93101

Prepared By

Rodriguez Consulting, Inc.
2111 Monterey Street
Santa Barbara, California 93101

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CITY OF SANTA BARBARA

SANTA BARBARA COTTAGE HOSPITAL FOUNDATION WORKFORCE HOUSING PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

VOLUME II

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Santa Barbara Cottage Hospital Foundation Workforce Housing Project

Initial Study

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST2003-00827

PROJECT: Santa Barbara Cottage Hospital Foundation Workforce Housing Project

This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

APPLICANT/ PROPERTY OWNER

Owner/Applicant: Santa Barbara Cottage Hospital Foundation
Ron Biscaro, Vice President, Housing and Real Estate Development

Applicant Representatives: Ken Marshall, Dudek & Associates (agent)
Brian Cearnal, Cearnal & Associates (architect)
Katie Oreilly (landscape architect)

PROJECT ADDRESS/LOCATION (See ***Exhibit A-Vicinity Map***)

The project site is located at 601 E. Micheltorena and is approximately 7.39 acres in size, bounded by Grand Avenue on the north, Micheltorena Street on the south, California Street on the east and Arrellaga Street on the west.

PROJECT DESCRIPTION (See ***Exhibit B-Project Plans***)

The proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project would remove the existing St. Francis Hospital complex, including the main hospital, convent, central plant, and other ancillary structures, totaling approximately 189,000 square feet, and replace them with 115 residential condominiums that would cover 5.94 acres of the 7.39 acre site. The proposed mix of residential unit types is as follows: 10 one-bedroom units (approximately 704 square feet each), 65 two-bedroom units (approximately 1,154 – 1,240 square feet each), and 40 three bedroom units (approximately 1,306 – 1,480 square feet each). Eighty-one (81) of the units (70%) would be sold to Cottage Hospital employees at prices within the City's structure for affordable units and 34 units (30%) would be sold at market rates. Within the remaining 1.45 acres, the existing elderly care facility, Villa Riviera, would remain, but the parcel containing it would be adjusted to a size of approximately 31,500 square feet. The remaining lands zoned R-2, Two Family Residential, would be re-configured into three (3) lots of approximately 10,500 square feet each and the three existing residences on these R-2 parcels would be demolished in the process. Although these R-2 lots have the potential for two residences on each lot, for a total of six residences, no development is proposed at this time.

Parking for the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project would be provided in accordance with Zoning Ordinance parking requirements. A total of 11 spaces would continue to be provided for the Villa Riviera facility and 255 parking spaces would be provided for the 115 proposed condominium units. Vehicular access to the three reconfigured R-2 parcels would be provided directly from Grand Avenue. Primary vehicular access to the Villa Riviera and to guest parking for this facility would continue to be provided from an existing private driveway connecting to the terminus of Arrellaga Street; existing secondary access to the facility from Grand Avenue would also be maintained. Internal vehicular circulation for the new residential development would be provided by a system of private drives and public roads connecting to Micheltorena, California and Arrellaga Streets. Direct vehicular access to some of the parking structures on the site would also be provided from Micheltorena and California Streets.

Existing grading and infrastructure, such as the existing parking structures and retaining walls, would be used to the maximum extent feasible. Preliminary estimates of earthwork for the development indicate approximately 20,300 cubic yards of cut and 16,100 cubic yards of fill. Factoring in re-compaction of soils, volume attributed to underground utilities, and refinements to the grading plan, the civil engineer anticipates that earthwork operations would be balanced on-site.

The applications required to carry out this project are a Tentative Subdivision Map, Final Map and Lot Merger, Rezone to adjust the C-O/R-2 zone line to follow the proposed property lines, Lot Area Modification, Separation between Buildings Modifications and Building Setback Modifications.

ENVIRONMENTAL SETTING

The project site is fully developed with the St. Francis Medical Center. Development on the project site includes approximately 189,000 square feet of structures comprised of: a main 110-bed hospital structure of 149,468 square feet; a 21-bed, 14,240 square foot Congregate Care Facility; a nine-bed, two story, Sister's convent; 315 parking spaces; and various appurtenant structures. In the northeast corner of the project site (at Grand Avenue and California Street), there are a single-family residence and a duplex.

The neighborhood surrounding the Santa Barbara Cottage Hospital Foundation Workforce Housing Project site is predominantly residential in nature with one and two-story residential structures being the primary mode of development. To the south and west of the site there are medical offices in addition to residences. The existing three-story hospital structure is visibly prominent in the neighborhood because of scale and mass. The hospital structure can be seen from the intersection of Garden and Micheltorena Street, is visible from certain areas in downtown Santa Barbara (i.e. tower of the County Courthouse), and is the dominant feature in views from Micheltorena and California Streets adjacent to the project site. Residences on Grand Avenue are elevated above the hospital site, and while the hospital is prominent in the foreground from this vantage point, these residences are provided unobstructed views of the ocean in the background.

The project site measures approximately 7.4 acres in area and has a south-facing slope which averages 14%. Much of the property has been modified into terrace areas for the development of existing structures and parking areas. There is currently a vacant portion of the site fronting on Grand Avenue, between the Villa Riviera and a single family residence. There is also a densely landscaped portion of the site known as the "walking garden." There is dense tree cover present along the Arrellaga Street frontage of the property, as well as numerous mature tree specimens in the interior of the site.

The St. Francis Hospital neighborhood is one of the older neighborhoods in Santa Barbara; an original sanatorium existed on the hospital site itself from as early as 1908. The neighborhood encompassing the hospital site is characterized by a mix of medical office buildings as well as single and multiple family dwellings. The zoning is predominantly C-O, Medical Office on the site and immediately south of the site; the balance of the site and adjacent properties carry residential zoning (R-2, Two Family Residential and R-3, Multiple-family dwelling). The General Plan designates this area as Major Public and Institutional-Medical Center. The area is accessed by a number of means: via north-bound/south-bound Highway 101 off ramps at Mission Street and Garden Street for regional access; via Micheltorena Street, California Street, Arrellaga Street, and Grand Avenue within the local vicinity.

PROPERTY CHARACTERISTICS

Assessor's Parcel Number:	027-270-016, 027-270-017, 027-270-018, 027-270-019 and 027-270-030	**General Plan Designation:**	Major Public and Institutional, Medical Center and Residential: 12 Dwelling Units Per Acre

Zoning:	C-O/R-2, Medical Office (approx. 5.94 acres) and Two Family Residence Zones (approx. 1.45 acres)	**Size of project site:**	7.4 acres
Existing Land Use:	110 Bed Hospital; 21 Bed Congregate Care; 9 Bed Convent; three residences 315 Parking Spaces	**Proposed Land Use:**	115 residential condos on the hospital site, maintaining 21 Bed Congregate Care facility, and three vacant R-2 zoned lots (with potential build out of 2 residences on each lot), 266 Parking Spaces
Slope:	Approximately 14% average slope		
Surrounding Land Uses:			
North:	One and Two-Story Residences		
South:	Medical Offices and One-Story Residences		
East:	Two-and Three-Story Medical Offices, Two-Story Residences		
West:	One and Two-Story Residential Units		

PLANS AND POLICY DISCUSSION

The proposed project would be consistent with the existing General Plan Land Use Element designation of the site for Major Public and Institutional/Medical Facilities, and the existing Zoning Ordinance designation of C-O, Medical Office. Various sections of this Initial Study make reference to applicable General Plan policies and ordinance provisions. The EIR will provide a further analysis of potential project consistency or inconsistency with the City General Plan elements, including the Land Use Element, Circulation Element, Conservation Element, Scenic Highways Element, Noise Element, Seismic Safety-Safety Element and other applicable plans and policies. Additional discussion of policy consistency issues will subsequently be provided in the staff reports to the Planning Commission and City Council. Final determinations of project consistency with applicable policies will be made by the decision-makers as part of their action to approve or deny the project proposal. The following information below consists of some background information of the proposed rezone, past zoning and General Plan history of the project site, and zoning/neighborhood compatibility issues.

General Plan Land Use Element and Zoning Ordinance

Rezone

The proposed St. Francis Residential Project is located in the Lower Rivera neighborhood on 7.39 acres of land bounded by Grand Avenue on the north, Micheltorena Street on the south, California Street on the east and Arrellaga Street on the west. Approximately 5.94 acres of the site have a zoning designation of C-O, Medical Office, while approximately 1.45 acres of the site have a zoning designation of R-2, Two Family Residence. On April 13, 2004, City Council initiated a rezone of a portion of the project site to adjust the C-O/R-2 zone line to follow the proposed property lines. Four new proposed lots along Grand Ave would have an R-2 Two Family Residential zoning designation and the fifth newly configured lot – the main hospital site where the 115 residential units are proposed, would continue to have a C-O Medical Office, zoning designation. The rezoning of the project site to adjust the C-O/R-2 zone line to follow the proposed property lines is not required to carryout the proposed project, but rather is encouraged by the City Zoning Ordinance for zoning to follow proposed lines. If Planning

Commission were to approve the proposed project, their approval would be contingent upon City Council approving the rezone.

Zoning & General Plan History of the Project Site

St. Francis Hospital and residences existed in the neighborhood before the area was zoned C-O. A review of the historical zoning for the area shows that it has allowed hospitals in residential zones dating back to 1925. The zoning in the area depicted on the 1930's map shows the site and surrounding area to the west along Arrellaga Street as R-3 Multiple Family Residence Zone, and a half block portion along the north side of Micheltorena Street was R-2. According to an official City map from 1967, the area was rezoned from R-3 and R-2 to C-O. The area zoning was changed again in 1982 and a portion of the area dedicated to C-O along Arrellaga Street was changed to R-3 and the rest remained C-O. In summary, the main hospital site where the 115-unit project is proposed has been zoned to allow for R-3 multi-family residential development since at least 1930.

The General Plan Land Use Element as drafted in 1975 includes the following discussion of the Lower Riviera Neighborhood, which the St. Francis site is located in:

> *The Lower Riviera is primarily given over to residential uses, with single-family home development predominating, but with significant pockets of more intensive duplex and multiple-unit development. Generally, the area contains many attractive homes with views overlooking the City. The General Plan designates this neighborhood primarily for a density of three dwelling units to the acre with small portions to the west and south at higher densities of twelve dwelling units to the acre. Any growth that may occur will take place in the areas now designated for higher-density development...*

It is the western portion of this neighborhood along Olive Street and including the hospital site that Staff believes the General Plan is referring to for potential higher density development. The General Plan Designation for the site is Major Public & Institutional and Hospital and the residential density surrounding the site is twelve dwelling units per acre. Surrounding the project site are commercial medical offices, single family residences and multi-family/condominium developments that has been built along Arrellaga St. over the past 30 years.

The intent of the C-O Zone is described in the Zoning Ordinance as:

> *This is a zone which, because of its proximity to a major medical facility and its conformity with the General Plan, is deemed suitable for use for medical, dental and related professional offices as well as residences, under the following regulations. ...* (those contained in the C-O zone as specified in SBMC §28.51). *This zone also strives to provide a desirable living environment by preserving and protecting surrounding residential land uses in terms of light, air and existing visual amenities.*

The zoning of the subject property has allowed multiple family density development since the 1930's, when zoned R-3 and it continues to be specifically allowed as part of the pyramidal zoning with C-O.

Zoning and Neighborhood Compatibility

As housing is currently allowed at the project site, the larger question is what type of housing development is more appropriate for the neighborhood in terms of density, building configuration and building height. The built environment of the area is varied and includes small structures dating back to the early 1900's, the existing hospital, three story office buildings, apartments from the 1950's, condominiums from the 1980's to the present. The primary concern is neighborhood compatibility with the smaller scale bungalow character of the area.

- Density

  In the C-O zone, for lots of 14,000 square feet or more, there shall be provided a lot area of 3,500 square feet or more for each dwelling unit. The C-O portion of the site is comprised of approximately 258,796 square feet (5.94 acres) and would allow for the potential development of 73 market rate residential units (approximately 12 units per acre). This would be 42 units above the base density allowed by the site's zoning (which is approximately 58% over the allowed density in the C-O zone). This increase in density could be enabled through the City's bonus density program, provided the density bonus units are sold at prices affordable to

middle income and upper-middle income households (households that earn between 120% and 200% of area median income). The units must remain affordable to subsequent owners throughout the term of the affordability controls.

In the R-2 zone, newly created lots must be a minimum of 7,000 square feet. Because the proposed four lots have a slope between 10-20%, each lot is required to have a lot size 1.5 times the minimum lot area or 10,500 square feet. Three of the four proposed R-2 lots will be 10,500 square feet and would have the development potential for two units on each lot, or six (6) units total. No development is proposed on these lots as part of the proposed project. The fourth R-2 lot, which contains the elderly care facility, has the development potential for approximately five (5) residential units. The elderly care facility would continue its operation.

- Configuration

For building configuration, the C-O zone allows for multi-family development (i.e. where all units may be attached). The applicant is proposing one single unit, 37 duplexes, 5 triplexes, 2 four-plexes, 1 five-plex and 2 six-plexes; this represents 64% of the units in duplex configuration and the remaining 36% in buildings with three to six units. The bulk of the multi-family unit configurations are proposed within the interior of the site and along the Salsipuedes Street extension, where medical office buildings are located across the street. The standard for distance between main buildings is 15 feet, and the applicant is proposing a number of buildings that do not meet this standard. The applicant is also requesting additional modification requests to the required front and interior yard setbacks. All of these modification requests present concerns to Staff with respect to open space as well as project massing. Additional direction from the Planning Commission and the Architectural Board of Review is needed on these issues.

- Building Height

For the building height, buildings in the C-O Zone cannot exceed 45 feet in height and three stories. Building height immediately adjacent to a residential zone, which this property does abut, shall not exceed that allowed in the most restrictive adjacent residential zone (i.e. 30 feet) for that part of the structure constructed within a distance of 23 feet or one-half the height of the proposed structure, whichever is less. The proposed project ranges from one to three stories, with the majority of the structures being less than 30 feet in height. Portions of the project likely to exceed 30 feet in height are the units located over the proposed parking garages. Although the current zone allows for the potential to build up to 45 feet in height, the Architecture Board of Review and Planning Commission often recommend or condition that the mass and scale of the development be broken up to be consistent with the surrounding neighborhood.

Clean Air Plan

The Santa Barbara County Clean Air Plan has been adopted by the Santa Barbara County Air Pollution Control District. The CAP includes policies to encourage residential development in a manner that minimizes air quality emissions associated with automobile travel. Under Section 9.2 of the CAP "smart-growth" is encouraged, including promoting a balance of jobs and housing in the community; strengthening existing communities by directing development towards infill locations; and creating walkable communities with a variety of housing types. The proposed project is specifically intended to provide housing for existing jobs in Santa Barbara at Cottage Health Systems, thereby reducing existing long-distance commuting. The development would be infill, by redeveloping a site within an existing urban neighborhood. The project design would contribute to a walkable neighborhood.

The CAP includes the following policies pertaining to development density: 9.3.1.C. Local jurisdictions should strive to achieve higher densities in urban core areas in support of the regional transit system by: (6). In low to medium density residential areas, jurisdictions should adjust existing standards to: (f). Encourage developments of more than 9-12 dwellings per gross acre within ¼ mile of transit stops on major collectors and arterials. The proposed project is within ¼ mile of an existing transit stop on Garden Street, a major collector street feeding into the downtown area. The proposed project density (approximately 19 units per gross acre) is consistent with the above CAP policy.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A Mitigation Monitoring and Reporting Program will be prepared for the project in compliance with Public Resources Code §21081.6 and will be included in the EIR. The mitigation measures suggested in the Initial Study may be refined or augmented through the EIR process. Monitoring and reporting requirements are adopted as conditions of project approval.

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Known Significant: Known significant environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts that need further review to determine significance level.

Potentially Significant, Mitigable: Potentially significant impacts that can be mitigated to less than significant levels.

Less Than Significant: Impacts that are not substantial or significant.

1. AESTHETICS		**NO**	**YES**
	Could the project:		***Level of Significance***
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		Less Than Significant
b)	Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review?		Less Than Significant
c)	Create light or glare?		Less Than Significant

Aesthetics - Discussion

Issues: Issues associated with visual aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

Impact Evaluation Guidelines: Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is limited to views from public (as opposed to private) viewpoints. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important public scenic views, including important views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

Aesthetics – Existing Conditions and Project Impacts

1a,b Scenic Views and Visual Aesthetics

The St. Francis Medical Center is a prominent visual feature in the surrounding Riviera Neighborhood, and is also visible from some public vantage points in downtown Santa Barbara. Immediately north and east of the project site on Grand Avenue and Arrellaga Street, there are public views of the ocean and downtown Santa Barbara. The visual character of the site would change with the proposed project, as the site is currently occupied by relatively massive institutional structures visible throughout the neighborhood, and these would be replaced with lower profile and smaller mass buildings.

The proposed 115 condominiums have been designed to be compatible with the surrounding neighborhood with respect to mass, scale and architecture. The residential development would contain a mix of one and two story townhouse style residential structures that would be approximately 30 feet or less in height. Some of the units in the southerly half of the site would be constructed on top of reinforced concrete parking garages resulting in three story structures that would be less than the 45 foot height maximum in this zone. As currently designed, the applicant is proposing one single unit, 37 duplexes, 5 triplexes, 2 four-plexes, 1 five-plex and 2 six-plexes. The bulk of the multi-family unit configurations are proposed within the interior of the site and along the Salsipuedes Street extension, where medical office buildings are located across the street. The architecture of the more dense housing in the core of the site would follow a more Mediterranean style, which is common with the residential developments in the Rivera and Downtown neighborhoods. The architectural style of the buildings around the perimeter of the site would be more consistent with the bungalow style found in the neighborhood below Micheltorena Street.

The photo simulations, cross-sections and elevations prepared by Cearnal Architects demonstrate that the proposed development would blend the site with the adjacent existing neighborhoods though a reduction in average building heights (i.e. from approx. 60 feet to less than 45 feet), a reduction in building massing, and a change in the style of development to one more compatible with the surrounding development. As shown in the visual simulations, the project would reduce the prominence and notability of the site from mid-ground and vista perspectives and the proposed residential use, architecture, scale, and landscaping would provide for compatibility with the surrounding residential neighborhood. Thus project impacts associated with public view blockage from the public vantage points or visual aesthetics and compatibility would be *less than significant*.

Total grading for the project has been estimated at 20,300 cubic yards of cut and 16,100 cubic yards of fill. Factoring in re-compaction of soils, volume attributed to underground utilities, and refinements to the grading plan, the civil engineer anticipates that earthwork operations would be balanced on-site. The proposed project has been designed largely to take advantage of the existing terracing on the property, with only minor adjustment to existing finished slopes and limited alteration to the boundaries of the existing terraces required. Significant visual impacts as a result of grading would be *less than significant*.

A tree inventory was prepared by Katie O'Reilly Rogers, landscape architect. There are a total of 193 individual trees on the property. Of the existing 193 trees, 41 trees are to be preserved, 77 trees are to be

relocated (transplanted), and 75 trees are to be removed. The majority of the 77 trees to be relocated on site are palm trees. Of the 75 trees to be removed, one 18 inch and one 3 inch diameter oak trees would be removed. Approximately 275 additional new trees would be planted on site. The landscape plan also incorporates replacement trees for those removed with trees native to this area. The landscape design has been designed to create a seamless landscape, in which the new landscaping is indistinguishable from the existing area. No significant visual impacts would occur from the existing landscape to the proposed landscape. Mitigation Measures have been identified in the Biological Resource Section to recognize further review, approval, and implementation of tree protection, landscaping, tree relocation, and tree replacement plans.

The proposed development also requires review and approval by the Architectural Board of Review (ABR) and Planning Commission (PC) in accordance with ABR Design Guidelines and Neighborhood Compatibility Ordinance. In December 2003, the Planning Commission reviewed the proposed project at a conceptual level (note that elevations were not submitted yet). PC thought the overall density proposed was acceptable and wanted to see some of the bungalow design common in this neighborhood to be incorporated into the project design. PC also wanted to see more green space integrated into the site and better pedestrian circulation. After responding to PC's comments, in March 2004 the ABR conceptually reviewed the proposed project. With respect to site design, the Board appreciated the proposed open space but wanted to see the pedestrian access/circulation of the site improved. The Board appreciated the breaking-up of the massing along the perimeters but would like to see more to ensure that the massing patterns are similar to adjacent residential patterns across the street. The Board, however, thought the massing along Salsipuedes Street is acceptable due to the existing commercial development across the street. The Board supported some architectural mix but would like to see more bungalow scale and style.

Subsequent Planning Commission project review and ABR Preliminary and Final Design Review approvals may further refine project site design, building heights and setbacks, architecture, and landscaping. Findings concerning neighborhood and site compatibility and visual effects are required by the Planning Commission and ABR in order to approve the project.

1.c. Lighting

The existing hospital complex has outdoor lighting around buildings and walkways. The project would provide outdoor lighting typical of residential areas. Exterior lighting would be subject to compliance with the requirements of SBMC §22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the site such that no undue lighting or glare would affect surrounding residents, roads, or habitat areas. As such, project impacts on lighting and glare would be *less than significant*.

Aesthetics – Mitigation and Residual Impact

No mitigation required. Project effects on public scenic views, visual aesthetics and compatibility, and lighting would be *less than significant (Class 3)*. Further review and permitting by the Planning Commission and Architectural Board of Review may refine project design.

2. AIR QUALITY Could the project:		**NO**	**YES** *Level of Significance*
a)	Violate any air quality standard or contribute to an existing or projected air quality violation?		Potentially Significant (Short-term)
b)	Expose sensitive receptors to pollutants?		Potentially Significant (Short-term)
c)	Create objectionable odors?	✓	
Is the project consistent with the County of Santa Barbara Air Quality Attainment Plan?			

Air Quality - Discussion

Issues. Air quality issues involve pollutant emissions from vehicle exhaust and industrial or other stationary sources that contribute to smog; particulates and nuisance dust associated with grading and construction processes; and nuisance odors.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO_x] and reactive organic compounds [ROC] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM_{10}) include demolition, grading, road dust, and vehicle exhaust, as well as agricultural tilling and mineral quarries.

The City of Santa Barbara is part of the South Coast Air Basin. The City is subject to the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards, for six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan. Presently, the County of Santa Barbara is in non-attainment with the CAAQS for ozone (O_3) and particulate matter (PM_{10}). An area is in nonattainment for a pollutant if the applicable CAAQS for that pollutant has been exceeded more than once in three years. There are also heavily congested intersections within the City that may approach the California 1-hour standard of 20 parts per million for carbon monoxide (CO) during peak traffic hours.

Impact Evaluation Guidelines. A project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly, or sick people to substantial pollutant exposure.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines: The City of Santa Barbara uses the SBCAPCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO_x, and 80 pounds per day for PM_{10};
- Emit less than 25 pounds per day of ROC or NO_x from motor vehicle trips only;
- For CO, contribute less than 800 peak hour trips to an individual intersection;
- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone); and not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines: Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM_{10}). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Exhaust from construction equipment also contributes to air pollution. As a guideline, SBCAPCD Rule 202.F.3 identifies a substantial effect associated with projects having combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide) within a 12-month period.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Air Quality – Existing Conditions and Project Impacts

2a,b. Air Pollutant Emissions

Short-Term (Construction) Impacts: Project construction would involve an extensive phased demolition, grading, and construction process over an estimated 67 week period (approximately 1 year, 4 months). The demolition, grading, paving, and landscaping activities would cause localized fugitive dust and particulate matter (PM_{10}) emissions. Preliminary estimates of earthwork for the development indicate approximately 20,300 cubic yards of cut and 16,100 cubic yards of fill. Temporary dust-related impacts are considered *potentially significant*. Generally, these impacts are considered mitigable with the application of standard dust control mitigation measures, including sprinkling the site during earth moving activities to control dust, covering of trucks transporting soil/building materials, stabilization of disturbed areas with seeding and watering, soil binders, etc. Given the extensive construction period, the EIR would further evaluate this impact and identify whether additional site-specific mitigation measures are warranted to minimize short-term air quality impacts as a result of grading activities.

Construction equipment would also emit NO_x and ROC. Rider Hunt Levett and Bailey prepared a Construction Phasing and Logistics Report, which identifies the equipment fleet anticipated to be employed during each phase of the construction. Also included was an equipment emissions calculation worksheet that addresses the peak construction scenario of site grading occurring simultaneously with housing and parking garage construction. Based on the size of the proposed project and an estimated construction period, short-term emissions of NO_x and ROC could be *potentially significant*. A standard measure requiring construction equipment to be maintained in tune would minimize these impacts. Impacts and mitigation would be further evaluated in the EIR.

Long-Term (Operational Emissions) Impacts: Long-term project air pollutant emissions primarily stem from motor vehicles associated with a project and/or from stationary sources that may require permits from the Santa Barbara County Air Pollution Control District (SBCAPCD). The proposed project would not contain any stationary sources that require permits from APCD. The proposed project would result in approximately 674 new average daily trips (ADTs), which is less that the long-term traffic baseline from St. Francis Medical Center operations. Based on SBCAPCD Guidelines, long-term air quality impacts would be *less than significant*. Because the proposed project will generate less than 800 peak hour trips, CO impacts would be less than significant. According to the APCD guidelines, approximately 133 condominium units would exceed the trip threshold.

Sensitive Receptors. Sensitive receptors are defined as children, elderly, or ill people, who can be more adversely affected by air quality problems. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, child care centers, retirement homes, convalescent homes, hospitals, and clinics. Stationary sources are of particular concern to sensitive receptors. The proposed project is located in a residential area and would still continue to have Villa Rivera, an elderly care facility, in operation at the project site. As stated above under 2a., the proposed project does not contain any stationary sources. However, the proposed project will potentially generate substantial dust and particulate matter (PM_{10}) during construction activities, a *potentially significant* temporary impact to sensitive receptors in the area. Further evaluation of impacts and mitigation would be provided in the EIR

2c. Odors

The proposed project does not contain any features with the potential to emit odorous emissions from sources such as commercial cooking equipment, combustion or evaporation of fuels, sewer treatment, or solvents and surface coatings. Project impacts would be *less than significant*.

Consistency with the Clean Air Plan

The 1999 CAP (revised in November 2000) forecasts an additional 60,000 housing units in Santa Barbara County by 2030. This equates to approximately 2,000 housing units per year; with 50% of the population within the South Coast of the County, it is reasonable to expect approximately 1,000 units per year are allocated to the South Coast area. The project's proposed residences would account for no more than approximately 10% of the allocation, and are therefore considered to be within the population growth forecast of the latest (1999) CAP. The proposed project would therefore be consistent with the CAP in terms of population and housing forecasts.

See also Plans and Policies discussion of project consistency with CAP policies.

Air Quality - Mitigation Measures

The following standard construction-related dust control measures, and other measures to be developed in the EIR.

AQ-1 Watering of Site. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

AQ-2 Covered Truck Loads. Trucks transporting fill material to and from the site shall be covered from the point of origin.

AQ-3 Truck Routes. The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer.

AQ-4 Wind Erosion Control. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:

A. Seeding and watering until grass cover is grown;
B. Spreading soil binders;
C. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;
D. Other methods approved in advance by the Air Pollution Control District.

AQ-5 Expeditious Paving. All roadways, driveways, sidewalks, etc., should be paved as soon as possible. Additionally, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-6 Construction Equipment Maintenance. Construction equipment shall be maintained in tune with manufacturer's specifications.

Air Quality - Residual Impact

Potentially significant temporary construction-related impacts will be further analyzed in an environmental impact report (EIR). Long-term air quality emissions of the proposed project would be *less than significant (Class 3)*.

3. BIOLOGICAL RESOURCES Could the project result in impacts to:		NO	YES *Level of Significance*
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	✓	
b)	Locally designated historic, Landmark or specimen trees?		Potentially Significant, Mitagable
c)	Natural communities (e.g. oak woodland, coastal habitat, etc.).	✓	
d)	Wetland habitat (e.g. marsh, riparian, and vernal pool)?	✓	
e)	Wildlife dispersal or migration corridors?	✓	

Biological Resources - Discussion

Issues: Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

Biological Resources – Existing Conditions and Project Impacts

3a,c,d,e Native and Protected Habitat and Wildlife

As recognized by the City of Santa Barbara Master Environmental Assessment, this portion of the City is almost entirely urbanized, and biological resources are limited. The St. Francis Medical Center site is developed with structures, paved parking and driveways, pathways and landscaping. No endangered, threatened or rare species or their habitats currently listed nor candidates for State or Federal protection are present at this site. The project site does not support any contiguous natural communities nor function as an important wildlife movement or dispersal area. The proposed project would not result in any significant impacts to these resources, their habitats or wildlife movement opportunities.

The project site is not adjacent to any water body or wetland resource. Mission Creek is located

approximately ½ mile away from the project site. The project would not increase discharge of pollutants from storm-water runoff into Mission Creek, as drainage from the project would be directed to the street or to existing subsurface drainage facilities with adequate water quality protection. No wetlands habitat exists on the site or would be affected by the project. Project impacts to biological resources would be *less than significant*.

3.b. Specimen Trees

Mature native and non-native specimen trees provide numerous benefits to the environment, including visual beauty, shade, soil stability, air quality, and localized habitat for urban-adapted wildlife species, such as birds. City policies address the protection and replacement of mature trees.

Mature specimen trees exist on the St. Francis Medical center site, which include: pepper trees along Micheltorena Street and Grand Avenue; Mediterranean Fan Palms and Canary Island Date Palm in the northern portion of the site; oaks, palms and Black Acacia in the "walking garden"; Senegal Date Palms and a cedar near the intersection of Micheltorena Street and Grand Avenue. The tree inventory prepared by the landscape architect, Katie O'Reilly Rogers, indicates there are a total of 193 individual trees on the property. Of the existing 193 trees, 41 trees are to be preserved, 77 trees are to be relocated (transplanted), and 75 trees are to be removed. The majority of the 77 trees to be relocated on site are palm trees. Of the 75 trees to be removed, one 18 inch and one 3 inch diameter oak trees would be removed. Approximately 275 additional new trees would be planted on site. The landscape plan incorporates replacement trees for those removed with trees native to this area. Thus, project impacts from loss of specimen trees would be *potentially significant but mitigable to a less than significant level* with planting of replacement trees.

Project grading and construction processes have the potential to damage existing trees slated for preservation, a *potentially significant impact*. This effect can be *mitigated to a less than significant* level with application of tree protection and replacement measures.

Mitigation Measures are identified below to recognize further review, approval, and implementation of tree protection, landscaping, tree relocation, and tree replacement plans.

Biological Resources – Mitigation

B-1 Tree Inventory. A further inventory of existing specimen trees on the project site should be performed by a qualified arborist, noting health of the trees and suitability for transplanting. Based on the arborist recommendations, as reviewed by the City Arborist, the City would make a final determination regarding which trees can be feasibly transplanted.

B-2 Tree Protection and Replacement Plan. The applicant shall submit a tree protection and replacement plan with project landscape plans for City approval. The plan shall identify trees to be preserved, measures to be taken during grading and construction to protect trees, measures for replacement of trees in the event of inadvertent damage or loss, and irrigation and maintenance plans. Trees shall be maintained for the life of the project. Tree protection plans shall incorporate the following measures

- Tree Protection Fencing. Prior to grading, temporary protective fencing (4 feet high) shall be installed three feet outside the dripline of all trees to be preserved. Trees in close proximity may be fenced as a group. All fencing shall be maintained during the entire construction period.
- Equipment and Materials Storage. Heavy equipment shall not be used or parked within three (3) feet of oak tree driplines, except where approved by a qualified arborist, and after protective fencing has been installed. Soil, rocks, or construction material shall not be stored or placed within the dripline of oak trees.
- Tree Replacement. Specimen trees slated for preservation that are inadvertently damaged (25% or more of root area) or lost due to construction processes shall be replaced prior to issuance of occupancy permits. Tree replacement shall be according to the following replacement ratios: Oak Trees – 10:1 (using 5-15 gallon saplings); other native trees and ornamental species at 3:1 with

replacement trees at no less than ¼ the diameter of the existing tree). The applicant shall submit an annual report on establishment and success of replacement trees.

Biological Resources - Residual Impact: *P*roject impacts associated with specimen trees would be reduced to *less than significant* levels (Class 2) with identified mitigation measures. Other impacts to biological resources would be *less than significant* (Class 3).

4. CULTURAL RESOURCES Could the project:		NO	YES *Level of Significance*
a)	Disturb archaeological resources?		Potentially Significant, Mitigable
b)	Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?		Potentially Significant, Mitigable
c)	Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	✓	

Cultural Resources - Discussion

Issues: Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

Impact Evaluation Guidelines: Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Cultural Resources – Existing Conditions and Project Impacts

4.a. Archaeology

The City of Santa Barbara Master Environmental Assessment (MEA) identifies the project site location within the American Period 1870-1900 and Early 20th Century Settlement 1900-1920 cultural resource sensitivity areas. In conjunction with a proposal for addition of buildings to the hospital site in 1992, Larry Wilcoxon, professional archaeologist, prepared a Phase 1 Archaeological Investigation. The field survey portion of that investigation addressed a triangle at the southern tip of the property (currently a 19-space parking lot) and the northern area of the property, including central parking area, and vacant

property east of the congregate care facility. The records search conducted for the entire parcel revealed the most significant cultural resource to be a former Catholic cemetery that occupied the area from the central parking lot to the southern property boundary (including the main hospital complex). The burials were disinterred in the late 1800's to the Modoc Cemetery upon closure of the cemetery at the project site. Mr. Wilcoxon indicated that because there are no detailed records of precise burial locations, the number of individuals buried at the cemetery, or documentation of the removal of the remains, the possibility exists that previously undetected intact portions of the cemetery exist within the area of all proposed developments, a *potentially significant* impact. However, Mr. Wilcoxon acknowledged that much or all of the old Catholic cemetery may no longer exist, because of the landform modifications which must have accompanied construction of the current St. Francis Hospital facility. Other potentially significant archaeological remains that may also be present on site include features such as wells, privies, and trash pits that could contain concentration of artifacts. Given the uncertainties regarding the potential presence of cultural resources on the property, Mr. Wilcoxon recommended that all construction activities involving the disturbance of the upper four feet of existing soils within the property be monitored by a professional archaeologist. The archaeologist shall be empowered to halt or redirect construction if any potentially significant cultural deposits, features, or graves are encountered until such discoveries may be properly evaluated according to cultural resource significance criteria. A Phase 2 subsurface testing program and Phase 3 salvage excavation could be necessary if cultural materials are encountered during construction. With incorporation of the standard mitigation measures in the event of discovery of archaeological resources, potentially significant impacts to archaeological resources from the proposed project would be *reduced to less than significant* levels. The City's Consulting Archaeologist Dr. Glassow agreed with the measures and impact evaluation, and the Phase 1 study was accepted by the City Historic Landmarks Commission.

4.b. Historical Resources

The St. Francis hospital property is not a designated historic structure or site, nor eligible for designation as a National, State or City landmark. Dr. Shelley Bookspan prepared the Final Historic Structures Report in April 2004. The report indicates the original hospital building was constructed between 1902 and 1905, where the convent building is currently located. In 1971 the original hospital building was demolished. What is presently the main hospital structure on the property began with a central wing constructed in 1927 and the next oldest portion was designed in 1954 and opened in 1956. The original building could have qualified as an historic structure, but it has undergone a series of expansions in the past 60 years that have completely altered the character of the structure as well as impacting the historic integrity of the building. Dr. Bookspan concludes in the report that the structures are not historically significant per adopted evaluation criteria, and demolition of the existing structures would be *a less than significant* historic impact.

The HLC accepted the Final Historic Resources Report at their April 28, 2004 meeting. The HLC concurred that the existing St. Francis Hospital structures are not historically significant. The HLC did find the long-term presence of the hospital facility at this property to be *historically significant.* With the documentation provided by the Historic Structures Report and implementation of a measure to incorporate a commemorative plaque into the new project, this historic impact would be mitigated to a *less than significant* level..

4.c. Ethnic/Religious Values

The proposed project would not cause a physical change that would affect ethnic cultural values or restrict religious uses. The hospital complex included a chapel for religious services, operated for the benefit of the religious order operating the hospital as well as for patients staying in the hospital and their families or visitors. Since the chapel was not operated as an ordinary place of worship for neighborhood residents or the general public. The hospital and chapel are no longer operating, and loss of the chapel would have *no significant impact* on ethnic cultural values nor restrict religious uses in the project area.

Cultural Resources – Mitigation

Archaeological Mitigation

The following mitigation measures are required in order to reduce the potential for impacts to archaeological resources to less than significant levels:

The Owner/Applicant shall complete the following measures prior to the issuance of building permits:

C-1 **Archaeological Monitoring Contract**. The Owner/ Applicant shall contract with a qualified archaeologist from the City-approved archaeologist to conduct to monitor all ground disturbing activities. The contract shall establish a schedule for monitoring and provide for consultation as needed with a qualified Native American representative as a sub-consultant to the archaeologist, and evaluation and mitigation procedures per City MEA in the event resources are discovered, and a report to the City Environmental Analyst on the findings of the monitoring. Contract(s) shall be subject to the review and approval of the Environmental Analyst.

The following measures shall be specified on the construction plans submitted for building permits and shall be implemented by the Owner/Applicant throughout project construction as specified:

C-2 **Archaeological Procedures.** A construction conference shall be held by the General Contractor at which archaeological procedures shall be reviewed. The conference shall include representatives from the Public Works Department, Building Division, Planning Division, the Property Owner and Contractor. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel, and required procedures for responding.

C-3 **Archaeological Monitoring.** A qualified archaeologist from the City-approved list shall monitor ground disturbing activities of the project development, including, but not limited to, grading, excavation, trenching, vegetation or paving removal and ground clearance.

C-4 **Archaeological Resource Discovery Procedures.** If cultural resources are encountered or suspected during project development, project work in the vicinity of the find shall be halted immediately and the City Environmental Analyst notified. The project archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, including but not limited to redirection of grading and/or excavation activities. If resources are potentially significant, a Phase 3 mitigation program (which may entail measures such as project redesign to avoid resources, documentation and capping of resources in place, or recovery) shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission and implemented. That portion of the Phase 3 program which requires work on-site shall be completed prior to continuing construction in the affected area. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbance in the area of the find. If human remains are discovered or suspected, the County Coroner shall be informed immediately and applicable State Health and Safety Code and Public Resources Code procedures shall be followed.

Applicant shall complete the following prior to issuance of the Certificate of Occupancy (Final Inspection):

C-5 **Archaeological Mitigation.** If resources were discovered in the course of construction and monitoring, any study and mitigation measures determined necessary to mitigate potential significant impacts to insignificant levels shall be completed.

C-6 **Archaeological Monitoring Report.** A final report on the results of the archaeological monitoring shall be submitted to the Environmental Analyst within 180 days of completion of the monitoring and receive approval prior to the issuance of the Certificate of Occupancy (Final Inspection).

Historic Mitigation

The HLC found the long-term presence of the hospital on the site to be historically important. To address historic resource impacts from removal of the hospital, the following mitigation measures would be required.

C-7 **Historic Plaque.** A commemorative plaque detailing the history of the St. Francis Hospital use of the site shall be incorporated into any new development of the property that removes the hospital structures. At least one of the art pieces shall be incorporated.

C-8 **HLC Review.** Courtesy review of the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project shall be provided at the City Historic Landmarks Commission.

Cultural Resources - Residual Impacts

Incorporation of the above mitigation measures would reduce potentially significant adverse archaeological and historic resource impacts to *less than significant* levels (Class 2)

5. GEOPHYSICAL CONDITIONS Could the project result in or expose people to:		***NO***	***YES*** ***Level of Significance***
a)	Seismicity: fault rupture?		Less Than Significant
b)	Seismicity: ground shaking or liquefaction?		Less Than Significant
c)	Seismicity: seiche or tsunami?	✓	
d)	Landslides or mudslides?	✓	
e)	Subsidence of the land?	✓	
f)	Expansive soils?		Potentially Significant, Mitigable
g)	Excessive grading or permanent changes in the topography?		Less Than Significant

Geophysical Conditions - Discussion

Issues: Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, groundshaking, liquefaction (a condition in which saturated soil looses shear strength during earthquake shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

Impact Evaluation Guidelines: Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, groundshaking, liquefaction, or seismic waves.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

Geophysical Conditions – Existing Conditions and Project Impacts

5a,b. Earthquake Fault Rupture, Groundshaking, Liquefaction.

The City's MEA Maps and URS's Geology Report identify no known earthquake faults on the site, and the potential for fault rupture as low. The site is within the potential groundshaking impact area of other earthquake faults in the general vicinity and larger southern California area. Over the life of the project,

it is likely that the site would experience ground shaking from the movement along a fault within the vicinity. Compliance with the required Uniform Building Code (UBC) design standards would lessen the potential for impacts from seismic ground movement to *less than significant* levels.

5.c. Seismic Waves

The MEA identifies the site as not subject to impact from seismically-induced waves, including tsunami run-up or seiches.

5.d.e.f Soils and Erosion

The MEA Maps identify the project site is underlain by Fanglomerate earth materials. Fanglomerate rock formations are composed primarily of sandstone with cobble and gravel lenses. The MEA maps identify the site as having minimal liquefaction potential, minimal erosion potential, and no soil creep or expansive soils. At least three separate soil/foundation investigations have been performed on the St. Francis Medical Center property in conjunction with proposed structures (1971 Convent; 1983 Hospital Building Expansion; 1989 Convent). Soil borings were performed for each investigation and revealed there is a mantle of artificial fill material covering much of the site (fill varies from 1 foot to 8 feet deep) and this material is often improperly compacted. Underlying the fill material is fine to course grained alluvium. The native earth materials are generally firm and capable of supporting spread-footing foundations. However, foundations which span both areas of fill and native soils could be subject to differential settlement as could foundations placed on non-compacted or improperly compacted earth materials. The 1971 report indicates native soils can have a mild expansive potential. The 1983 investigation identified perched groundwater at a depth of approximately 28 feet beneath the ground surface (the hospital expansion included excavation to a depth of 25 feet for the new wing). The foundation investigations identify proper earthwork techniques, construction methods and foundation and structural design to address *potentially significant* effects from differential settlement, cracked foundations from expansive soils, or moisture from perched groundwater conditions.

An updated geology report by URS (February 26, 2004) references the prior studies and identifies recommended mitigations pertaining to earthwork techniques, foundation design, and building design to address seismic, geologic, soil, and groundwater conditions. As determined needed by City Building and Safety Division, additional project-specific analysis shall be performed for the final design of proposed structures on the site, and recommendations, as approved by City Building and Safety, incorporated into the project. With these measures, potentially significant impacts will be mitigated to *less than significant* levels.

5.g. Topographic Changes

Recognizing the topography of the site (14% average slope), the development of the St. Francis Medical Center complex was accomplished through the creation of broad terrace areas for the major structures and parking lots. The proposed project has been designed largely to take advantage of the existing terracing on the property, with adjustment to existing finished slopes and limited alteration to the boundaries of the existing terraces required. Total earthwork for the project has been estimated at 20,300 cubic yards of cut and 16,100 cubic yards of fill. Factoring in re-compaction of soils, volume attributed to underground utilities, and refinements to the grading plan, the civil engineer anticipates that earthwork operations would be balanced on-site. Impacts from topographic modification and gradient changes would be *less than significant*.

Geophysical Conditions - Mitigation

G-1 **Earthwork, Foundation, and Structural Design.** The applicant shall implement all recommendations specified in the geology report prepared by URS (February 26, 2004). These recommendations include:

a. Foundation and earthwork elements of the final design documents (i.e., plans, specifications, and cost estimate) should be based on a geotechnical investigation tailored to meet the specific requirements of this project. The investigation should include a sufficient number of borings or other subsurface explorations to allow evaluation of the geotechnical conditions in the area of proposed

construction. The results of the investigation should be presented in a report prepared under the supervision of a qualified geotechnical engineer.

b. Due to the potential for groundwater seepage at higher elevations in the older alluvium, all below-grade earth-retaining walls should be designed to resist hydrostatic pressure and to prevent infiltration of water into interior building spaces.

c. Seismic design of all proposed structures should be in accordance with the Uniform Building Code (UBC), Earthquake Zone 4, unless more stringent standards are required by the City or recommended by the project structural engineer. Existing structures that will be incorporated into the proposed development should be re-evaluated for compliance with current seismic design requirements.

d. All foundations should be supported on firm native soil or approved, properly compacted fill material. For planning purposes it should be assumed that all structural fill will be compacted to at least 95% relative compaction per ASTM D1557.

e. Overexcavation will be required in areas where foundations or structural fill would otherwise be supported on existing unengineered fill or soft/loose native soil. The actual depth of overexcavation will depend on building locations, pad elevations, and foundation depths. However, for planning purposes, average overexcavation depths of five feet and two feet may be assumed in areas of unengineered fill or soft/loose native soil, respectively.

f. Existing fill consisting of nonexpansive granular soil should be usable for structural fill if cleaned of deleterious material and properly recompacted.

g. All site grading activities related to structures or pavement, in addition to the compaction of all fill material, should be observed and tested by a representative of the geotechnical engineer of record for the project.

Geophysical Conditions - Residual Impact

With identified mitigation measures potential project impacts associated with seismic, geologic and soil conditions will be reduced to *less than significant* levels (Class 2). Other potential geophysical impacts would be *less than significant* (Class 3)

6. HAZARDS Could the project involve:		**NO**	**YES** *Level of Significance*
a)	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		Potentially Significant, Mitigable
b)	The creation of any health hazard or potential health hazards?		Potentially Significant, Mitigable
c)	Exposure of people to existing sources of potential health hazards?		Potentially Significant, Mitigable
d)	Increased fire hazard in areas with flammable brush, grass, or trees?		Less Than Significant

Hazards - Discussion

Hazards Issues: Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

Hazards Impact Evaluation Guidelines: Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard

Hazards – Existing Conditions and Project Impacts

6.a.b.c.Hazardous Materials and Safety Risks

Demolition: The project would involve demolition of existing buildings on the project site, and the construction of replacement residential structures. Buildings may contain hazardous materials that could be released during the demolition process, a *potentially significant* impact to construction workers and adjacent properties. The most common building hazards are asbestos, polychlorinated biphenyls (PCBs), lead in paints and plumbing, and mercury from old lighting fixtures. In addition, dusts containing heavy metals can also be present. A site-wide visual survey was conducted that identified suspected asbestos-containing building materials. A more comprehensive assessment of structures proposed for demolition to determine the type and amount of hazardous materials that may be present, and specific measures to be taken per regulations to manage material handling and exposure and properly dispose of material would be required. With these measures, potentially significant effects on construction workers and the public would be reduced to *less than significant* levels, and proper disposal would be ensured.

Soil Contamination: URS prepared a Phase I Site Assessment for the St. Francis Medical Center Property (December 2002), Phase II Environmental Assessment Due Diligence, St. Francis Medical Center Property (January 2003), and Remediation Workplan for Diesel-Contaminated Soil, St. Francis Medical Center (April 2004). There are three underground fuel storage tanks (USTs) on the St. Francis Hospital site, and an additional two USTs that were removed. All of the underground storage tanks have been used to store diesel fuel for emergency generators located on the hospital site. Preliminary environmental assessment consisting of a records review and soil borings at selected locations has been performed by URS Corporation. The presence of a minor, localized amount of soil contamination associated with some of the USTs has been documented at the site, a *potentially significant* impact. Groundwater contamination is characterized as unlikely. During the demolition phase of the project, a more comprehensive assessment would be completed to further delineate soil contamination, confirm the absence of groundwater contamination, remove the remaining USTs, and clean up contamination.

A work plan by URS (June 2004) for tank removal and remediation activities was submitted to the County Fire Department, Public Protection Services Division for review. The work plan calls for over excavating each tank pit by several feet, and stockpiling the excavated soils while samples are analyzed by the laboratory. Soils found to contain diesel contamination above the Santa Barbara County Leaking Underground Fuel Tank (LUFT) recommended clean-up levels (RCL) would be disposed off-site. Soil samples would also be collected and analyzed for the sidewalls and floor of the excavations, to verify remaining soils do not have contamination above LUFT RCL. URS proposes to excavate and dispose off-site any soil, which has contamination above the LUFT RCL. The County of Santa Barbara Public Protection Services Division approved URS's work plan on June 11, 2004, with conditions (see mitigations below). With the proposed reduction at or below the Santa Barbara County Leaking Underground Fuel Tank (LUFT) recommended clean-up levels (RCL), on-site soils/groundwater would be reduced below harmful levels, and potential impacts would be mitigated to *less than significant* levels.

Hazardous Materials Use and Disposal: Use and storage of hazardous materials by residents of the project would be limited to small amounts of common household, office, and gardening supplies, such as cleansers, paint, motor oil, and fertilizers. Storage and proper disposal of such materials would be subject to applicable State, County, and City regulations for all households and businesses. Potential project health and safety impacts would be *less than significant*.

6.d. ***Fire Hazard***

City of Santa Barbara Fire Department Fire Hazard Maps identify the property as not in a "High Fire Hazard" zone. The project site is currently fully developed with hospital and medical facilities and therefore the brush volume on the site is relatively low; neighboring residential properties likewise are largely developed and do not contain large expanses of native brush. Adherence to the Uniform Fire Code (standard condition) with respect to building design would ensure that fire hazard impacts for the proposed project would be *less than significant*.

Hazards - Mitigation

The proposed project could result in potentially significant hazardous materials/wastes impacts. Therefore the following mitigation measures would be required:

H-1. **Building Demolition Hazardous Materials Management**. The applicant shall conduct a comprehensive survey of buildings to be demolished for hazardous materials, including sampling and analytical testing of all suspect asbestos-containing materials. A plan shall identify measures for materials handling to minimize exposure to workers, the public, or environment, and proper disposal recommendations. A certified asbestos-removal contractor shall prepare a work plan for the removal of asbestos-containing building materials, prior to demolition activities.

H-2. **Soil Remediation.** Adherence to URS Remediation Work plan for Diesel Contaminated Soil dated April 20, 2004 as conditioned by direction and requirements provided by the County Fire Department, Protection Services Division, relating to remediation activities for the underground tanks shall occur prior to new residential construction on the property. Additional Fire Department conditions include:

a. Following removal of the USTs and appurtenant facilities, verification soil samples shall be collected, at a minimum, below the former UST locations (two samples/tank), below each dispenser, and below all pipeline joints and at any location where stained soil or petroleum odors are observed. The report containing the results of the remediation and verification work shall be submitted to the County Fire Department, Protection Services Division within 60 days after the completion of site work.

b. Following removal of contaminated soil, a workplan shall be submitted to the County Fire Department, Protection Services Division for a minimum of one boring to be placed at the location of the formerly contaminated area to document that groundwater is greater than 50 feet below the contaminate soils. If water is encountered within 50 vertical feet of the former contamination, a workplan shall be submitted to County Fire with recommendations to determine the local groundwater gradient and to verify the absence of UST related groundwater contamination at the site. The workplan shall be submitted to County Fire no later than 30 days after completion of soil removal activities.

c. UST removal permits shall be obtained from County Fire Department, Protection Services Division prior to initiation of site work. Notify County Fire at least 72 hours prior to any beginning site work.

H-4. **Hazardous Materials Safety.** Measures to protect workers and neighbors, contain exposure, provide for proper disposal, and remediate from any hazardous material contamination shall be implemented in accordance with State regulations.

Hazards – Residual Impact

Implementation of hazardous materials/waste mitigation measures would reduce potentially significant hazardous wastes impacts of the proposed project to *less than significant* levels (Class 2).

7. NOISE Could the project result in:	NO	YES *Level of Significance*
a) Increases in existing noise levels?		Potentially Significant (Short-Term)
b) Exposure of people to severe noise levels?		Potentially Significant (Short-Term)

Noise - Discussion

Issues: Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivelence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A). The Equivalent Noise Level (L_{eq}) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Impact Evaluation Guidelines: A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of

Noise Element land use compatibility guidelines as follows:

- Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior noise level of 45 dB(A).
- Parks: Normally acceptable maximum acceptable exterior ambient noise level of 65 dB(A).

- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

7a.b. Noise Levels and Exposure

Short-Term (Construction) Noise Impacts: Noise from grading and construction equipment, truck traffic and vibration would affect surrounding noise-sensitive residential uses for more than a year period. Veneklasen Associates prepared a Construction Noise and Vibration Study dated April 29, 2004, to quantify the level of noise upon area residents as produced from demolition and construction activities. Construction equipment operations for the project would occur with varying intensities and durations during the different phases of construction, including demolition of the existing buildings, grading, paving and construction of the new buildings. The Construction Phasing and Logistics Report (Rider Hunt Levett & Bailey) indicates that demolition and construction would probably happen in combination over an approximately 17-month period. The construction noise study found that area residents would be exposed to average daytime construction noise levels of up to 87 dB(A) over the course of the demolition and construction period. Standard mitigation of limited daily construction hours would reduce impacts. The EIR would further evaluate temporary construction noise and mitigation measures.

Long-Term Noise Impacts: The St. Francis Medical Center complex included noise sources such as heating and ventilation equipment, generators, truck deliveries, and traffic associated with employees, patients, and visitors. Equipment for heating, ventilation, and cooling associated with the proposed new residential uses would be less extensive than the systems for the hospital facility. Noise effects from these systems would therefore be less with the proposed new development. There would be no requirement for emergency power in the residential development, and current on-site generators would be eliminated. Truck deliveries for hospital supplies were routine, and those associated with a residential complex would be very infrequent. The project traffic study prepared by Associated Transportation Engineers, identifies a decrease in project-generated traffic volumes with the conversion from hospital/medical facility to residential uses. Thus, long-term noise associated with truck operations would be reduced with the proposed residential project, a *less than significant* impact.

The City's Master Environmental Assessment noise contour maps identify the property location in an area where average ambient noise levels from roadway noise are 60 dBA or less. The Noise Element establishes 60 dB(A) as the acceptable exterior noise level for residential uses. No substantial noise generation is anticipated to occur as a result of the proposed residential use, mechanical equipment and vehicle traffic. Long-term noise effects associated with the project would be *less than significant*.

Noise - Mitigation

The following measures have been identified at this time. Mitigation measures may be refined or augmented in the EIR.

N-1 **Construction Hours Limitations.** Noise generating construction activity shall be prohibited Saturdays, Sundays, and holidays and between the hours of 5 p.m. to 8 a.m. Holidays are defined as those days that are observed by the City of Santa Barbara as official holidays by City employees.

N-2 **Construction Notification to Neighbors.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notification to property owners and residents within 450 feet of the project area, to surrounding area homeowners associations, and posted at the access to

construction site. The notice shall provide a construction schedule, required noise conditions applied to the project, and the name and telephone number of the Project Manager who can address questions and problems that may arise during construction.

N-3 **Construction Equipment Mufflers and Shields.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices. Sound control devices and techniques, such as noise shields and blankets, shall be employed as needed to reduce the level of noise to surrounding residents.

N-4 **Construction Staging Areas.** Appropriate construction equipment staging areas shall be identified, such that the short-term construction impacts to neighboring residences would be minimized.

N-5 **Construction Noise and Vibration Mitigations.** Measures as recommended in the Construction Noise and Vibration Study prepared by Veneklasen Associates dated April 29, 2004 shall be implemented:

a. Construction Noise "Hotline" The contractors shall establish a "Construction Noise Hotline." It shall be answered per hours established by the City and recorded by an answering machine at other times. The phone number shall be published and shall be made known to all residential occupants directly adjacent to the construction site. A log shall be provided to document the incoming calls. An attempt should be made to solve the noise or vibration problem that prompted the call on a punctual basis.

b. Hours of Work. All work will be conducted in strict accordance with all applicable requirements of the City of Santa Barbara. Specifically, demolition and new construction will be limited to 8 am to 5 pm, Monday through Friday. No exceptions will be allowed unless specifically approved by the City of Santa Barbara.

c. Delivery and Storage of Materials and Equipment All deliveries of material and equipment will occur on-site within the construction barricades and only during the hours specified by the City on weekdays. The queuing of construction vehicles outside the site specified hours will be strictly prohibited. Vehicles delivering materials and equipment to the site shall be operated in strict conformance with regulations established by the United States Department of Transportation and all State and Local requirements. The vehicles shall all utilize mufflers and other devices to minimize noise levels. All materials and equipment will be stored on-site and within the confines of the construction barricades.

d. Truck Routing. Truck traffic related to the construction will be limited to the routes specified by the City of Santa Barbara and agreed upon during the contractor's detailed noise mitigation plan. Truck traffic through residential neighborhoods shall be as limited as possible.

e. No Worker Access to the Neighborhood All workers will be required to park on-site (i.e. behind the construction barricades or in designated off-site parking areas that are outside of the entire residential area surrounding the site. Workers will also be required to remain in designated on-site areas during all breaks and workers will not be permitted to gather off-site during the course of proposed demolition and construction.

f. Radios and Alarms No radios, music playback equipment, musical instruments or automobile or truck alarms shall be permitted on the site.

g. Vehicle Noise Except as otherwise required by law, all vehicle horns shall remain silent except in the case of emergency.

h. Limitations on Catering Trucks Catering trucks providing service to workers at the site will be required to park within the site at all times. Catering trucks shall not be permitted to park on the street nor to sound their horns near or within the site.

i. Loitering. Loitering of any kind will not be permitted at any gate, on the jobsite or any street, whether before, during or after work hours, on weekdays or on weekends.

j. Limited Site Access. Access to the site shall be limited to areas approved by the City of Santa Barbara and agreed upon during the contractor's detailed noise mitigation plan. The gate shall incorporate the same method of noise shielding as the construction fence and shall be kept closed except for vehicle passage.

k. Portable Equipment Where portable power generation or air compressors are required on the site, locate these noise sources as far away from the property line as possible. Where required because of proximity to residential areas, utilize a three or four sided enclosure which is lined with a sound absorbing material. Locate portable equipment where the noise shielding provided by remaining building structure will be beneficial. Another approach is to utilize very quiet power generation and air compressors, similar to those utilized in the motion picture industry on location.

Noise - Residual Impact: *Potentially significant* temporary construction-related impacts and mitigations to be further analyzed in the EIR. Long-term noise impacts of the project would be *less than significant* (Class #)

8. POPULATION AND HOUSING Could the project:		NO	YES Level of Significance
a)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Less than Significant
b)	Displace existing housing, especially affordable housing?		Less than Significant

Population and Housing - Discussion

Impact Evaluation Guidelines: Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

Population and Housing – Existing Conditions and Project Impacts

8a. Population Growth.

The project site is located in an existing developed urban area already served by urban infrastructure. No extensions of infrastructure or urban services would be necessary to serve the project site. The proposal represents the redevelopment and conversion of an existing fully-developed urban property from medical/hospital use to residential use. The majority of the future residents at the project site would be employees of Cottage Health System. Such employees are largely already present in the community for work purposes, and providing them housing would not induce growth. Availability and use of existing employee housing would occur. Growth inducing impacts as a result of the project would be *less than significant*. Further discussion of this issue would be provided in the EIR as a required component of an EIR.

8b. Housing

The proposed project involves the demolition of hospital space formerly operated by an order of Franciscan Nuns, including a 9-bed dormitory element of an on-site convent. The proposal also includes demolition of three existing residences, a *less than significant* impact. The proposal includes the development of 115 new residential units on the property, to be designated to Cottage Health System employees. Approximately 70% of the proposed units would be in the City's affordable range, thereby

increasing affordable housing inventory in the City . The project would increase the housing supply in the City, and specifically address a portion of the housing demands of the Cottage Health System. A total of 6 residential units (three net new units) could be built on the proposed R-2 zoned lots.

Population and Housing – Mitigation and Resideual Impact

No mitigation required. Project growth-inducing impacts and housing displacement would be *less than significant*. The project would add 115 additional residential units to the housing stock. Further discussion of growth-inducing impacts would be included as a required topic in the EIR.

9. PUBLIC SERVICES Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:		**NO**	**YES** *Level of Significance*
a)	Fire protection?		Less than Significant
b)	Police protection?		Less than Significant
c)	Schools?		Less than Significant
d)	Maintenance of public facilities, including roads?		Less than Significant
e)	Other governmental services?		Less than Significant
f)	Electrical power or natural gas?		Less than Significant
g)	Water treatment or distribution facilities?		Less than Significant
h)	Sewer or septic tanks?		Less than Significant
i)	Water distribution/demand?		Less than Significant
j)	Solid waste disposal?		Potentially Significant (Short-term)

Public Services - Discussion

Issues: This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

Impact Evaluation Guidelines: The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Public Services – Existing Conditions and Project Impacts

9a-b,d-g. Facilities and Services

The project site is located in an urban area where all public services are available. The project involves demolition of existing hospital/medical office/convent buildings and construction of 115 residential units (with development potential of 6 additional residences on the R-2 zoned lots). The project would be serviced with connections to existing public services for water, gas, electricity and telephone traversing the site. No substantial impacts on existing public services such as roads, governmental

services, electric power, gas, and water treatment and distribution of facilities would occur as a result of the project. Substitution of multiple family residences for the hospital and related uses would not be anticipated to create a substantially different demand on fire or police protection services. The nearest fire station is Fire Station 3, which is located a few blocks from the project site at 415 E. Sola Street. Project impacts would be *less than significant*.

9c. Schools

Children living in this residential development would likely attend Roosevelt Elementary, Santa Barbara Junior High, and Santa Barbara High School, all within the Santa Barbara Elementary and High School Districts. These Districts have not been determined to be "overcrowded" as defined by California State Law, and additional students could be accommodated by the schools. Impact fees in accordance with State law would be required for the project. Impacts to schools would be *less than significant*.

9h Sewer

According to the Public Works Water Resources Division, sewage generation for residential projects is approximately 87% of water demand (the remaining 13% is used for landscaping, etc., and is not captured by the sewage system). The project's estimated net new water demand is 2.84 acre feet/yr, or 2,535 gallons/day (See 9.i below). The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day and there is adequate capacity at the El Estero Treatment Plant for planned future growth. The project will have a *less than significant* impact on the City's sewer system.

9.i Water Demand

The City of Santa Barbara's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, 300 Acre Feet per Year (AFY) of contractual transfer from Montecito Water district, groundwater, State Water Project entitlement, desalination, and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis (LTWSAA), the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to use the above sources to meet the projected demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, the target for the amount of water the system will actually have to supply, including the safety margin, is 18,200 AFY. For the year 2001-2002, the demand as measured by the system production was 14,291 Acre Feet (AF). Of the total system production, 95% was potable water and 5% was reclaimed water.

Using demand factors from the City of Santa Barbara's Water Demand Factor and Conservation Study (User's Guide, Document No. 2), current interior water demands on the site are calculated to be approximately 25.04 acre feet per year (AFY, 1 AF = 325,851 gallons). This includes the 149,468 square foot hospital, the 9 bed sister's convent and the existing residences. Applying the adjusted water demand factor for 115 condominiums and 6 residences would be anticipated to demand 27.88 AFY of water. The interior water demand would therefore be expected to increase by approximately 2.84 AFY (9% increase). Landscaped area on the site would change from 61,826 square feet to 93,075 square feet; the use of water efficient landscape irrigation systems would avoid significant water consumption impacts for outdoor areas of the project site. The above-referenced incremental increase in indoor water demand would not significantly affect the City's water supply. Impacts to water treatment or distribution facilities and water supply would be *less than significant*.

9j. Solid Waste

Short-Term (Construction) Impacts: Demolition associated with the project would generate substantial solid waste. Measures to reduce this impact through reuse and recycling would be further analyzed in the EIR.

Long Term Impacts: Most of the waste generated in the City is transported for disposal to Tajiguas landfill or other landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed significance thresholds for the impacts of development on remaining landfill capacity. The County's thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4000 tons per year) in solid waste generation over the 15-year period.

The County's threshold for a significant project-specific impact to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons/year]). Source reduction, recycling, and composting can reduce a project's waste disposal by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling measures, impacts would be considered significant and unavoidable.

Proposed projects with a project-specific impact as identified above (196 tons/year or more) would also be considered cumulatively significant, as the project-specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons/year], which equates to 40 tons per year, is considered an adverse cumulative impact.

Using methodology and factors found in the County's Environmental Thresholds and Guidelines Manual (1995), the annual waste stream of the existing hospital and proposed project are calculated below.

Existing:
9 bed convent (residential use): 9 residents x 0.95 TPY = 8.55 TPY
110 bed hospital: 110 beds x 1.90 tons per year per hospital bed = 209 TPY
3 residences x 0.95 TPY = 2.85
Total = 8.55 TPY + 209 TPY + 2.85= 220.4 TPY

Proposed:
2.65 people/unit x 115 units (i.e. 115 condos + 6 residences) x 0.95 TPY/person = 304.62 TPY (152.31 TPY with source reduction)

According to the above calculations, project is would generate a net increase of approximately 84.22 TPY of solid waste. This amount of solid waste is considered a *less than significant* project-specific impact and adverse contribution to cumulative impact. Mitigation measures for source reduction and recycling are recommended for the proposed project that would further reduce the proposed project's solid waste generation.

Public Services - Mitigation

PS-1 Solid Waste Management Plan. A solid waste management plan identifying measures for reuse, source reduction, and recycling shall be developed for construction and operation of the proposed project, and submitted to the City's Environmental Analyst and the County's Solid Waste Division for review and approval prior to building permit issuance.

Public Services - Residual Impact

The project would have *less than significant* impacts (Class 3) associated with public facilities and services. Recommended solid waste recycling measures would minimize the project's adverse contribution to cumulative solid waste effects. Because demolition associated with the project would generate substantial solid waste, measures to reduce this impact through reuse and recycling would be further analyzed in the EIR.

10. RECREATION Could the project:		NO	YES *Level of Significance*
a)	Increase the demand for neighborhood or regional parks or other recreational facilities?		Less than significant
b)	Affect existing parks or other public recreational facilities?		Less than significant

Recreation - Discussion

Issues: Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

Impact Evaluation Guidelines: Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

Recreation – Existing Conditions and Project Impacts

10.a. Recreational Demand

The development of new residences would create an increase in the demand for recreational opportunities. The City of Santa Barbara has ample recreational resources including parks, beaches, harbor, museums, zoo, theaters, etc. The City General Plan does not specify the ratio of parkland acreage to residential population. However, there are a number of community parks and open spaces in the vicinity of the project site, including Franceschi Park, Orpet Park, Rocky Nook Park, Mission Historical Park, Alice Keck Park, and Alameda Park with Kids' World. The Santa Barbara Botanic Gardens are also close by, as are public recreation areas of the Los Padres National Forest. The City of Santa Barbara MEA in fact identifies the Riviera Neighborhood as having the richest inventory of recreational facilities in the City (19% of the neighborhood is comprised of recreational facilities). Due to the abundance of existing recreational facilities in the City, including parks and open spaces proximate to the St. Francis site, the increase in recreational demands associated with the residences would be a *less than significant* impact.

10.b. Recreational Facilities

The St. Francis Hospital site currently includes a "walking garden" of approximately 12,000 square feet (0.275 acres). This area has been enjoyed by hospital employees, patients, and visitors in the past; however, it is not a formal public park resource. The proposed residential project includes a new on-site park that would be available to project and neighborhood residents, which measures approximately 11,200 square feet and which would be located at the extreme southern end of the site. A half-court basketball court would also be provided at the Fire Department hammerhead turnaround. In that no formal public park resources would be lost with the project, and given that a new park available to the public is incorporated into the project, development of the property as proposed would a *less than significant* and marginally beneficial impact (Class 3) to public park resources.

Recreation – Mitigation and Residual Impact

Impacts to recreational facilities would be *less than significant* (Class 3), and no mitigation measures are necessary.

11. TRANSPORTATION/CIRCULATION Could the project result in:		NO	YES *Level of Significance*
a)	Increased vehicle trips?		Potentially Significant (Short-term)
b)	Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?		Less Than Significant
c)	Inadequate emergency access or access to nearby uses?		Less Than Significant
d)	Insufficient parking capacity on-site or off-site?		Less Than Significant
e)	Hazards or barriers for pedestrians or bicyclists?		Less Than Significant

Transportation - Discussion

Issues: Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

Impact Evaluation Guidelines: A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

Traffic Thresholds of Significance: The City uses Levels of Service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered "impacted" if the volume to capacity ratio is .77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

(a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or

(b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

(a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or

(b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

Transportation – Existing Conditions and Project Impacts

11.a. Traffic

Long-Term (Operational) Impacts: Associated Transportation Engineers (ATE, February 27, 2004)) prepared an initial traffic, circulation, and parking study for the project. ATE calculated trip generation associated with on-site hospital operations and trip generation for the proposed 115 unit residential condominium project. The study identifies a reduction in the number of traffic trips from the project, compared to the St. Francis Medical Center operations. A trip generation rate of 1,023 average daily trips (ADT) was identified for hospital operations; and the proposed residential project would generate 674 ADTs. Consequently there would be a reduction of 349 ADTs with the proposed development (nearly 35% reduction). Since the number of trips would be reduced, project-specific traffic impacts of the project, and the project contribution to cumulative traffic impacts, are identified as *less than significant*. In addition, shuttle busses/vanpools have been proposed to transport employees back and forth between this site and Cottage Health System work sites, which could further reduce the number of traffic trips from the project site. While the initial study of traffic impacts indicates that project traffic impacts may be less than significant, the analysis needs to be augmented with further discussion of traffic conditions, analytic assumptions, and project and cumulative traffic impacts to clearly demonstrate the impact conclusion. The EIR would provide further discussion of traffic impacts and mitigations.

A neighborhood traffic management plan was developed by the City with residents of the area to improve local vehicle, bicycle, and pedestrian traffic and circulation safety through implementing traffic calming measures. Measures such as modified intersections, mini traffic circles, and curb extensions were identified as measures to be installed to reduce vehicle speeds in residential areas. The plan was developed while the hospital was in operation and before the project application. The EIR discussion will include a review of the plan with consideration of the change of use to residential to determine whether plan refinements are warranted.

Short-Term (Construction) Impacts: The project would generate construction-related traffic that would occur over the 67 week construction period and would vary depending on the stage of construction. Generally, temporary construction traffic is considered an adverse but not significant impact. Standard mitigation measures would be applied as appropriate, including restrictions on the hours permitted for construction trips and approval of routes for construction traffic. In this case, given the size of the structures to be demolished and duration of the construction process, short-term construction-related traffic may create a *potentially significant* impact, and will be further evaluated in the EIR.

11.b Access/Circulation

Access drives meeting minimum width standards of the Fire Department are proposed to connect the internal circulation system of the project to the existing Public Alley across from Salsipuedes Street, with the terminus of Arrellaga Street, and to California Street. Adequate line of sight distance from these ingress/egress points has been provided. The proposal also includes the closure of some of the existing vehicular access points at or near the Micheltorena/California Street intersection, which would improve sight distances and reduce awkwardness of the present ingress/egress points in this portion of

the site. Entrances to parking structures have been set back the required 15 feet to provide line of sight for vehicle movements in and out of the structures. Traffic safety impacts of the project would be *less than significant*.

11.c Emergency Access

The Fire Department has reviewed the site plan for the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project and indicates that emergency vehicle maneuvering areas are adequate and access/distance from fire-fighting equipment to the proposed residential structures meets standards. Emergency access impacts of the project would be *less than significant*.

11.d. Parking

The project description includes 266 parking spaces for the project. Eleven (11) spaces would be assigned to the Villa Riviera, consistent with the Conditional Use Permit for this facility. Two hundred fifty-five (255) parking spaces would be provided for the proposed new residences. According to the ATE traffic and parking study, the proposed 255 spaces would exactly meet the zoning requirements for the project. In addition, ATE found the parking demand for the project would be 184 spaces; consequently from a demand perspective, 82 surplus parking spaces would be provided . Parking impacts of the project would be *less than significant*. Temporary construction-related parking impacts would be evaluated in the EIR and mitigation refined.

11.e. Circulation Safety

The proposed project would not create any hazards or barriers for pedestrians or bicyclists. The internal circulation system would be connected by pedestrian pathways, separate from vehicular driveways. The potential for hazards from the proposed project on pedestrians and cyclists would be *less than significant*. Temporary circulation safety and mitigation during project construction would be further evaluated as part of the EIR, and mitigation refined.

Transportation - Mitigation

The following measures have been identified at this time. Additional mitigation measures may be determined in the EIR.

T-1 Construction Traffic Routes. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.

T-2 Construction Parking and Materials/Equipment Storage. Construction parking shall be provided as follows:

1. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager.
2. On-site or off-site storage shall be provided for construction materials and equipment. Storage of construction materials within the public right-of-way is prohibited.

Transportation - Residual Impact

Potentially significant short term traffic, circulation, and parking impacts and long-term traffic impacts and mitigation to be further analyzed in the EIR.

Further information and discussion of traffic impacts in the EIR would include the following:

- Discussion of traffic levels of service for both surrounding non-signalized neighborhood streets and impacted intersections at freeway ramps prior to hospital closure, currently, and with the project.
- Cumulative effects of the project together with the pending Cottage Hospital Modernization Project, and other pending projects, and refinement of shuttle measures and other feasible alternative transportation and transportation demand management measures.

- Review of the neighborhood transportation management plan in consideration of the project to identify any need for refinement.
- Temporary traffic, circulation/safety, and parking impacts and mitigation measures during the construction period.

12. WATER ENVIRONMENT Could the project result in:		NO	YES *Level of Significance*
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		Less than Significant
b)	Exposure of people or property to water related hazards such as flooding?	✓	
c)	Discharge into surface waters?		Potentially Significant (Short-Term)
d)	Change in the quantity, quality, direction or rate of flow of ground waters?		Potentially Significant (Short-Term)
e)	Increased storm water drainage?		Less than Significant

Water – Discussion

Issues: Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

Flooding

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

Water Resources – Existing Conditions and Project Impacts

12a.,e Drainage and Storm Drainage

Penfield and Smith (P&S) prepared a preliminary drainage study in January 2004. The St. Francis Medical Center site is served by an 18-inch storm drain in California Street and a 42-36 inch storm drain in Micheltorena Street, between Salsipuedes Street and California Street. Not all areas of the project site currently have formal storm water collection systems; however, the site gradient is generally toward the south and most surface drainage flows toward Micheltorena Street. Currently, approximately 196,920 square feet of the site is covered with buildings or pavement (75% impervious surfaces). The proposed project would result in 165,671 square feet of impervious surfaces (64%). Thus, the proposed project would reduce the amount of impervious surfaces on the site, thereby decreasing surface run-off volumes.

Post Development site runoff was calculated to be 16.1 cubic feet per second (cfs) for a 25 year event and 21.7 cfs for the 100 year event. This would result in a reduction of the peak 25-year discharge rate from the property by 0.7 cfs and decrease the peak 100-year discharge rate from the property by 1.0 cfs. P&S also determined the proposed on-site storm drain system would be adequate to accommodate the 25-year storm event (standard design approach) and would significantly reduce the volume of water introduced to the surrounding surface street systems. Therefore, the proposed development would result in slightly decreased storm runoff, a *less than significant* drainage impact. All drainage improvements would be subject to design in accordance with hydrology calculations, City Ordinance provisions, and review by the City Building and/or Public Works Engineering Divisions.

12.b. Flooding

According to the FEMA National Flood Insurance Program Flood, Insurance Rate Map for the City of Santa Barbara, the St. Francis Medical Center site is not located within the 100-year floodplain or an area otherwise subject to flooding. Flooding impacts are considered *less than significant*.

12c. Drainage into Surface Waters and Water Quality

Long-Term (Operational) Impacts The project would not result in additional discharge into surface waters. Run off would be directed to enter the existing California and Micheltorena Street storm drains. Impacts from discharge into surface waters would be *less than significant*. Measures to improve water quality are proposed below. In accordance with standard City requirements, an operation and maintenance plan for the use of storm drain surface pollutant interceptors would be required. An additional measure would requiring stenciling of storm drain warning of the direct connection to the creek and ocean.

Short-Term (Construction) Impacts. Preliminary estimates of earthwork for the development indicate approximately 20,300 cubic yards of cut and 16,100 cubic yards of fill. This earthwork creates the potential for erosion and sedimentation affecting water quality, a *potentially significant* impact Best management erosion control measures would reduce this impact. The EIR would further evaluate effective mitigation measures.

12.d. Groundwater

The project would not result in substantial changes in the quantity, quality, direction or rate of flow of ground waters, there are no direct groundwater extractions proposed and the perched (shallow) water common in the Riviera area is not considered a groundwater source. Increased landscaped areas would increase the amount of on-site infiltration. Plans would be engineered to avoid interference with groundwater zones. Project impacts on groundwater resources would be *less than significant*.

Water Resources - Mitigation

The following measures have been identified at this time. Additional mitigation measures may be determined in the EIR.

W-1 Erosion Control Plan. An Erosion Control Plan shall be developed for construction activities to maintain all sediment on site and out of the drainage system. The plan shall include Best Management Practices approved by the City and Regional Water Quality Control Board, and shall include, at a minimum, the following:

1. Minimize the area of bare soil exposed at one time (phased grading).
2. Install silt fence, sand bag, hay bale or silt devices where necessary around the project site to prevent offsite transport of sediment.
3. Bare soils shall be protected from erosion by applying heavy seeding, within five days of clearing or inactivity in construction.
4. Construction entrances should be stabilized immediately after grading and frequently maintained to prevent erosion and control dust.

5. Establish fuel and vehicle maintenance staging areas located away from all drainage courses, and design these areas to control runoff.

6. Maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents should not be discharged into sanitary or storm sewer systems. Washout from concrete trucks should be disposed of at a location not subject to runoff and more than 50 feet away from a storm drain, open ditch or surface water.

W-2 **Storm Drain Markings.** Stenciled information shall be printed on all curb storm drains warning of the direct connection to the creek and ocean.

W-3 **Site Runoff.** All project runoff waters from areas such as the access roads, roofs, driveways shall be captured on-site and conducted, via the proposed drainage system, to prevent increased site runoff.

Residual Impact: Long-term drainage and water quality impacts would be ***less than significant*** *(Class 3).* Potentially significant short term impacts to water quality would further analyzed in the EIR.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	✓	
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		✓
c)	Does the project have potential impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	✓	
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	✓	

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that the proposed project MAY have a significant effect on the environment, and further study in an ENVIRONMENTAL IMPACT REPORT is required.

Case Planner/Initial Study Preparer: Jessica W. Grant Jessica W. Grant, Associate Planner

Environmental Analyst: Barbara R. Shelton Barbara Shelton, Environmental Analyst

Date: 7/22/04

Attachments

1. Vicinity Map
2. Site Plans
3. Applicant Letter
4. Notice of Preparation/Eir Scope of Analysis

NOTE: Technical reports used to prepare this study are available for public review at the City of Santa Barbara Planning Division office, located at 630 Garden Street.

LIST OF SOURCES USED IN THE PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this initial study are located in the City of Santa Barbara Community Development Department, Planning Division, 630 Garden Street, Santa Barbara. Sources are available for review upon request.

Associated Transportation Engineers (ATE), *Traffic, Circulation and Parking Study for the St. Francis Hospital Re-Use Plan, City of Santa Barbara (May 6, 2004 and addendum July 16, 2004)*

Bookspan, Dr. Shelley, *Historic Assessment of St. Francis Medical Center (April 2004)*

California Environmental Quality Act (CEQA) & CEQA Guidelines

California Natural Diversity Database

City of Santa Barbara, *General Plan and Elements*

City of Santa Barbara, *Noise Element*

City of Santa Barbara, *Master Environmental Assessment (MEA)*

City of Santa Barbara, *Water Demand Factor and Conservation Study User's Guide, August 1989*

County of Santa Barbara, *Environmental Thresholds and Guidelines Manual, January 1995*

Dudek & Associates, *Draft Solid Waste Management Plan, Santa Barbara Cottage Hospital Foundation Workforce Housing Project, April 2004*

Federal Emergency Management Agency (FEMA,) Flood Insurance Rate Maps

Rider Hunt Levett and Bailey, *Construction Phasing and Logistics Report, St. Francis Work Force Housing Project, Santa Barbara, CA*

Penfield and Smith (P&S), *Preliminary Drainage Study St. Francis Hospital Site Proposed Redevelopment for Work Force Housing, January 2004*

URS, *Engineering Geology Report for the St. Francis Medical Center Property Santa Barbara California (February 2004)*

URS, *Phase I Site Assessment for the St. Francis Medical Center Property Santa Barbara California (December 2002)*

URS, *Phase II Environmental Assessment Due Diligence, St. Francis Medical Center Property (January 2003).*

URS, *Remediation Workplan for Diesel-Contaminated Soil, St. Francis Medical Center (April 2004).*

Veneklasen Associates, *Santa Barbara Cottage Hospital St. Francis Workforce Housing Project Construction Noise and Vibration Study (April 29, 2004)*

Wilcoxon, Larry, *Phase 1 Archaeological Resources Report, 1992*

Appendix B

Santa Barbara Cottage Hospital Foundation Workforce Housing Project

Notice of Preparation and Responses

City of Santa Barbara
Planning Division

NOTICE OF EIR PREPARATION/ NOTICE OF ENVIRONMENTAL SCOPING HEARING

Date: June 18, 2004

To: State Clearinghouse
City Clerk
Clerk of the Board
Neighbors and Interested Parties

From: Planning Division
City of Santa Barbara
P.O. Box 1990
Santa Barbara, CA 93102-1990
(805) 564-5470

Project Title: Santa Barbara Cottage Hospital Foundation Workforce Housing Project

Project Location: The project site is located at 601 E. Micheltorena and is approximately 7.39 acres in size, bounded by Grand Avenue on the north, Micheltorena Street on the south, California Street on the east and Arrellaga Street on the west.

Project No.: MST2003-00827

APNs: 027-270-016, 027-270-017, 027-270-018, 027-270-019 and 027-270-030

General Plan: Major Public and Institutional, Medical Center

Zone: C-O/R-2, Medical Office and Two Family Residence Zones

The **City of Santa Barbara** will be the Lead Agency and will prepare an environmental impact report (EIR) to evaluate impacts of the proposed **Santa Barbara Cottage Hospital Foundation Workforce Housing Project.** The EIR is intended to provide decision-makers and the public with information that enables them to consider the environmental consequences of the proposed project. The EIR would identify potentially significant effects, and any feasible means of avoiding or reducing the effects through project redesign, the imposition of mitigation measures, or implementation of alternatives to the project.

EIR Scope of Analysis: The proposed EIR scope of analysis would include evaluation of project environmental effects associated with temporary construction-related effects (construction dust and vehicle emissions, noise, traffic, parking, grading/water quality and solid waste effects) and long term traffic/parking/circulation impacts.

Project Description: The proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project would remove the existing St. Francis Hospital complex, including the main hospital, convent, central plant, and other ancillary structures, totaling approximately 189,000 square feet, and replace them with 115 residential condominiums that would cover 5.94 acres of the 7.39 acre site. The proposed mix of residential unit types is as follows: 10 one-bedroom units (approximately 704 square feet each), 65 two-bedroom units (approximately 1,154 – 1,240 square feet each), and 40 three bedroom units (approximately 1,306 – 1,480 square feet each). 81 of the units (70%) would be sold to Cottage Hospital employees at prices within the City's structure for affordable units and 34 units (30%) would be sold at market rates. Within the remaining 1.45 acres, the existing elderly care facility, Villa Riviera, would remain, but the parcel containing it would be adjusted to a size of approximately 31,500 square feet. The remaining lands zoned R-2, Two Family Residential, would be re-configured into three (3) lots of approximately 10,500 square feet each and the two existing residences on these R-2 parcels would be demolished in the process. Although these R-2 lots have the potential for two residences on each lot, for a total of six residences, no development is proposed at this time.

Parking for the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project would be provided in accordance with Zoning Ordinance parking requirements. A total of 11 spaces would continue to be provided for the Villa Riviera facility and 255 parking spaces would be provided for the 115 proposed condominium units. Vehicular access to the three reconfigured R-2 parcels would be provided directly from Grand Avenue. Primary vehicular access to the Villa Riviera and to guest parking for this facility would continue to be provided from an existing private driveway connecting to the terminus of Arrellaga Street; existing secondary access to the facility from Grand Avenue would also be maintained. Internal vehicular circulation for the new residential development would be provided by a system of private drives and public roads connecting to Micheltorena, California and Arrellaga Streets. Direct vehicular access to some of the parking structures on the site would also be provided from Micheltorena and California Streets.

Existing grading and infrastructure, such as the existing parking structures and retaining walls, would be used to the maximum extent feasible. Preliminary estimates of earthwork for the development indicate approximately 20,300 cubic yards of cut and 16,100 cubic yards of fill. Factoring in re-compaction of soils, volume attributed to underground utilities, and refinements to the grading plan, the civil engineer anticipates that earthwork operations would be balanced on-site.

The applications required to carry out this project are a Tentative Subdivision Map, Final Map and Lot Merger, Rezone to adjust the C-O/R-2 zone line to follow the proposed property lines, Lot Area Modification, Separation between Buildings Modifications and Building Setback Modifications.

Document Availability: Interested parties may review or obtain a copy of the EIR Scoping Summary, which outlines the proposed EIR scope of analysis, at the City Planning Division located at 630 Garden Street, or online at www.ci.santa-barbara.ca.us, under ***Web Features***. An Initial Study document further evaluating project impacts will be available for review on **July 23, 2004**.

Public Comment Period: Comments on the proposed EIR scope of analysis are invited from public agencies, community interest groups, and individual members of the public. We request the views of public agencies as to the scope and content of environmental information germane to agency statutory responsibilities for the project. Some agencies may need to use the EIR prepared by our agency when considering approvals for the project. Please provide the name of an agency contact persons, if applicable. Written comments on the EIR scope of analysis should be sent at the earliest possible date, but received not later than Friday, **July 30, 2004** (4:30 p.m.). Please send your written comments to the attention of Jessica Grant, Associate Planner, City of Santa Barbara Planning Division, Post Office Box 1990, Santa Barbara, CA 93102-1990.

Public Hearing: An environmental scoping hearing to receive public comments on the proposed EIR scope of analysis will be held before the Planning Commission on **Thursday, July 29, 2004**. The Commission meeting begins at 1:00 p.m. in City Council Chambers, Santa Barbara City Hall, De La Guerra Plaza, 735 Anacapa Street, and this meeting will have several items, including this hearing. An agenda with the order of items to be heard and staff report with an Initial Study for this hearing will be available on **Friday, July 23, 2004**, from the Planning Division or online at www.ci.santa-barbara.ca.us. Under ***Quick Selections***, scroll to the heading ***City Hall*** and click on ***Planning Commission***. Please note that online staff reports do not include some exhibits. In accordance with American Disabilities Act requirements, if you need assistance to attend the hearing, please contact the Planning Commission Secretary Susan Gantz at 564-5470 several days in advance of the meeting to make arrangements.

Signature: Barbara Shelton

Barbara R. Shelton, Environmental Analyst

Telephone: 564-5470

601 East Micheltorena Street
Santa Barbara Cottage Hospital Foundation Workforce Housing Project
EIR SCOPING SUMMARY

A. Potentially Significant Impacts to be Further Evaluated in an Environmental Impact Report

1. Long-Term Traffic, Circulation, and Parking Impacts

An initial traffic analysis (Associated Transportation Engineers, ATE) evaluated traffic generated from the proposed 115 residential condominium units compared to baseline traffic levels associated with operations at the St. Francis Hospital, and found that less traffic would result with the project. The current development on the property has a vehicle trip generation rate of 1,023 average daily trips (ADT); and the proposed residential project would generate 674 ADTs. With reduction of both daily trips and peak-hour trips, no significant long-term traffic impacts of the project were identified by the study. Shuttle busses/vanpools are proposed to transport employees back and forth between this site and Cottage Health System work sites by the hospital at 320 West Pueblo Street, which would further reduce the number of traffic trips from the project site.

Adequate emergency access exists at the site and impacts of the project would be less than significant. No circulation hazards for vehicles, pedestrians, or bicyclists have been identified.

A neighborhood transportation management plan was recently developed by City Public Works Transportation Division with the neighbors. This occurred prior to submittal of the project application, and should be looked at and potentially refined in consideration of the project.

The project proposes 266 parking spaces for the project, consistent with zoning requirements for parking. The ATE study identified parking demand for the project as 184 spaces; consequently 82 surplus parking spaces would be provided, and parking impacts of the project would be less than significant.

The EIR will further evaluate potential traffic impacts associated with peak-hour traffic impacts at intersections; vehicle, pedestrian, bicycle circulation, and transit considerations; and effects on parking. Measures that could feasibly reduce any significant traffic, circulation, and parking impacts will be identified.

2. Temporary Construction-Related Impacts

Project construction would involve an extensive phased demolition, grading, and construction process over an estimated 67 week period. Further identification of the proposed construction process, including phasing, staging areas, construction equipment, number of workers, and parking areas would be provided in the EIR.

Air Quality: Project construction would result in localized dust effects affecting surrounding residents and increases in particulate matter (PM_{10}) emissions. Construction equipment would also emit smog precursors (nitrogen oxides and reactive organic compounds). Application of standard dust control mitigation measures such as tarping of trucks and watering of graded areas would reduce impacts. Standard measures to require equipment maintenance in tune would reduce emissions. Air quality impacts and mitigation would be further evaluated in an EIR.

Noise: Noise from grading and construction equipment, truck traffic and vibration would affect surrounding noise-sensitive residential uses for more than a year period. Standard mitigation of limited daily construction hours would reduce impacts. The EIR would further evaluate temporary construction noise and mitigation measures.

Traffic/Circulation/Parking: Construction processes would involve temporary construction traffic, circulation changes, and parking effects. Standard mitigation would provide for establishment of truck routes and construction worker parking areas, and avoidance of peak-hour commute traffic periods by construction vehicles. The EIR would further evaluate potentially significant temporary effects and mitigation.

Solid Waste: Demolition associated with the project would generate substantial solid waste. Measures to reduce this impact through reuse and recycling would be further analyzed in the EIR.

Water Quality: Extensive project earthwork creates the potential for erosion and sedimentation affecting water quality. Best management erosion control measures would reduce this impact. The EIR would further evaluate effective mitigation measures.

3. Growth-Inducing Impacts.

The project site is located in an existing developed urban area already served by urban infrastructure. No extensions of infrastructure or urban services would be necessary to serve the project site. The proposal represents the redevelopment and conversion of an existing fully-developed urban property from medical/hospital use to residential use. The majority of the future residents at the project site would be employees of Cottage Health System. Such employees are already present in the community for work purposes, and providing them housing would not induce growth. No substantial growth inducing impacts are expected to occur as a result of the project. Further discussion of this issue would be provided in the EIR as a required component of an EIR.

B. Potentially Significant Impacts Found to be Mitigable to Less than Significant Levels with Identified Mitigation Measures, and Requiring No Further Analysis in the EIR.

1. Visual Aesthetics

Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next and is affected by the context of the environment in which the project is proposed. The significance of aesthetic impacts is assessed based on a consideration of the proposed physical change and project design within the context of the surrounding visual setting. Under CEQA, the evaluation of a project's potential visual impacts is limited to views of the project from public (as opposed to private) viewpoints. Photo-analysis of the project demonstrates that the proposed development would not result in significant view blockage impacts. The subject site would require review and approval by the Architectural Board of Review (ABR). Special findings relating to neighborhood and site compatibility and visual effects are required by the ABR in order to approve any construction. With this review by ABR, no significant impacts associated with negative aesthetic effects would occur.

2. Air Quality

Long-term project air pollutant emissions primarily stem from motor vehicles associated with a project and/or from stationary sources that may require permits from the Santa Barbara County Air Pollution

Control District (SBCAPCD). The proposed project would not contain any stationary sources that require permits from APCD. The proposed project would result in approximately 674 new average daily trips (ADTs), which is less that the long-term traffic baseline from St. Francis Medical Center operations. Based on SBCAPCD Guidelines, long-term air quality impacts would be less than significant. Because the proposed project will generate less than 800 peak hour trips, CO impacts would be less than significant.

3. Biological Resources

Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, and native specimen trees. In terms of biological resources, the City of Santa Barbara MEA indicates "this portion of the City is almost entirely urbanized. The St. Francis Medical Center site is developed with structures, paved parking and driveways, pathways and landscaping. The tree inventory prepared by the landscape architect indicates there are a total of 193 individual trees on the property; of these 41 trees are to be preserved, 77 trees are to be relocated (transplanted), and 44 trees are to be removed. A substantial amount of landscaping and trees would be provided on the site with the new project. There are no unique, threatened or rare plant or animal species known to occur on the property. The proposed project would not cause significant impacts to biological species or their habitats. Standard tree protection measures would be applied to protect trees during construction.

4. Cultural Resources

Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. The Phase 1 study found the project site to potentially contain important subsurface archaeological resources. During project grading and site preparation activities, unknown buried cultural deposits could be uncovered and disturbed or lost, a potentially significant and mitigable impact to important archaeological resources. Standard City discovery and mitigation measures would be applied to ensure that no significant impacts to important resources would result. The Historic Landmarks Commission approved the Phase 1 Archaeological study.

Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake. A Historic Structures Report of the project site was performed and concluded the demolition of the hospital complex and two residences would not result in a significant historic impact. Documentation of the structures would occur prior to demolition. The Historic Landmarks Commission accepted the Historic Structures Report.

5. Geophysical Conditions

Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, groundshaking, liquefaction (a condition in which saturated soil looses shear strength during earthquake shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

Proper earthwork techniques and construction methods were identified for the proposed project's foundation investigations to avoid significant impacts to each of the involved structures, based upon the proposed design of those structures. Differential settlement, cracked foundations from expansive soils, or moisture from perched groundwater conditions could significantly impact the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project structures if adequate precautions are not employed. Therefore, a site-specific foundation investigation would be performed for the siting of proposed structures on the site, to identify appropriate earthwork preparation and building design to avoid adverse impacts from soils and high groundwater. Adhering to recommendations from the foundation investigation would result in mitigation of potential impacts to less than significant levels.

6. Hazards

Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances. There are three (3) underground storage tanks (USTs) on the St. Francis Hospital site, and an additional two (2) USTs that were removed. All of the underground storage tanks have been used to store diesel fuel for emergency generators located on the hospital site. A work plan was completed for tank removal and remediation activities. The County of Santa Barbara Public Protection Services Division approved the work plan and has directed the applicant to perform additional assessment at the time of tank removal, when access would be available. Verification soil sampling would occur during tank removal and soil excavation activities. Therefore contaminant levels in on-site soils would be reduced below harmful levels, thereby avoiding impacts to future residents of the project site.

7. Noise

Noise issues are associated with siting of a new noise-sensitive land uses in an area subject to high ambient background noise levels, or siting of a noise-generating land use next to existing noise-sensitive land uses.

The City's Master Environmental Assessment maps indicate the property is located in an area where noise levels are 60 dBA or less from ambient roadway noise. The Noise Element establishes 60 dB(A) as the acceptable exterior noise level for residential uses. No substantial noise generation is anticipated to occur as a result of the proposed residential use, mechanical equipment and vehicle traffic. Long-term noise effects associated with the project would be less than significant.

8. Public Services

Public services deals with project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal. The site is currently occupied by moderately dense urban development that already utilizes existing public services. Thus, the project would not have substantial impacts on existing services such as fire and police protection, maintenance of public facilities, governmental services, or electrical power and gas services. No schools in the area are designated overcrowded in accordance with State criteria. School impact fees would be required for the project in accordance with State law. Impacts from the proposed project on school resources would be less than significant. City water and sewer systems are adequate to serve the project, and no significant impacts to water and sewer treatment or distribution facilities and water supply would result.

9. Recreation

Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities. There are no on-site trails, parks, or other recreational facilities. Due to the close proximity of existing recreational facilities to the project site, including parks and open spaces.

the increase in recreational demands associated with the residences would not result in significant impacts. The proposed project also includes a new 11,200 square foot on-site park, which would be available to project and neighborhood residents.

10. Water Environment

Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality. The proposed development would result in slightly decreased storm runoff, producing a marginally beneficial surface drainage impact. Project review prior to building permit issuance would ensure application of adequate drainage and water quality facilities per City ordinance provisions. Impacts from discharge into surface waters and groundwater resources would be less than significant.

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Fax 805.963.2074

May 7, 2004

City of Santa Barbara
Planning Commission
P. O. Box 1990
Santa Barbara, CA 93102-1990

REGARDING: SANTA BARBARA COTTAGE HOSPITAL FOUNDATION WORKFORCE HOUSING PROJECT (MST#2003-00827) 601 EAST MICHELTORENA STREET, SANTA BARBARA, CA

Members of the Planning Commission,

Thank you for the opportunity to present for the Commission's consideration the Santa Barbara Cottage Hospital Foundation Workforce Housing Project proposed at 601 E. Micheltorena Street. Santa Barbara Cottage Hospital Foundation is requesting approval of the proposed project which would consist of demolition of the existing St. Francis Hospital buildings, and construction of 115 new residential condominium units. 81 (70%) of the units would be sold to Cottage Hospital employees at prices within the City's structure of affordable units and 34 units (30%) would be sold at market rates. The discretionary applications requested for the proposed project are:

- Tentative Subdivision Map (TSM) for creation of five (5) lots; 4 of which would be zoned R-2 and one that would be zoned C-O; and a one lot subdivision of the C-O zoned lot for the construction of 115 new condominiums;
- Amendment of the Zone Boundary to adjust the C-O/R-2 boundary to align consistently with the proposed property lines and to create conforming R-2 residential lots;
- Lot Area Modification for residential bonus density on a lot in the C-O Zone;
- Front Yard Setback Modifications to allow structural improvements in the required front yard setback on California Street and the proposed public Salsipuedes Street extension;
- Interior Yard Setback Modifications to allow structural improvements in the required interior yard setback immediately adjacent to the proposed R-2 Zone boundary;
- Distance Between Buildings Modifications; and

- Design Review by the Architectural Board of Review (ABR) for a new multiple-family residential development.

The proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project is located on approximately 7.39 acres of land bound by Grand Avenue on the north, Micheltorena Street on the south, California Street on the east and Arrellaga Street on the west. It is comprised of six (6) separate parcels (027-270-30 and 027-270-30 (A), 027-270-16, 027-270-17, 027-270-18, and 027-270-19). Approximately 5.94 acres of the site have a Zoning designation of C-O while approximately 1.45 acres of the site have a Zoning designation of R-2. The four (4) parcels along Grand Avenue (the northern portion of the property) are zoned R-2 (Two-Family Residence Zone), while the larger, remaining parcel (the southern portion of the property) is zoned C-O (Medical Office Zone). Three (3) of the existing R-2 lots fronting Grand Avenue are presently non-conforming with the minimum lot size/slope density requirements of the R-2 zone. As described in more detail below, the project would involve an Amendment to the C-O/R-2 zone boundary which would align the boundary with the proposed property lines to eliminate the potential of creating split-zoning of the proposed lots on the site, and to ensure that all of the newly created lots conform to the street frontage and lot area requirements, including slope density, of the Zoning Ordinance.

The proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project would remove the existing St. Francis Hospital buildings totaling approximately 189,000 square feet of hospital-related buildings and replace them with 115 residential units. Approval of a Tentative Map in conjunction with an Amendment of the zone boundary is requested to create five (5) conforming lots; one lot zoned C-O, which would be subject to a one-lot subdivision for construction of 115 condominium units; and 4 (four) remaining lots entirely zoned R-2, which would be of a size and configuration consistent with the requirements of the R-2 zone.

Within the lands zoned R-2, the existing Villa Riviera facility would be maintained on a single parcel of approximately 31,500 square feet. The remaining lands zoned R-2 would be divided into three (3) legal, conforming R-2 lots of approximately 10,500 square feet each, based on slope density. No new development is proposed on the three (3) 10,500 square foot R-2 lots as part of the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project (existing units on these lots would be removed). It is anticipated that these lots would be sold to support the affordability of the proposed work-force housing units. The proposed amendment to the zone boundary was initiated by the City Council on April 13, 2004.

As previously mentioned, the project would add a total of 115 residential units to the City's housing stock, 81 (70%) of which would be sold to Cottage Hospital employees at prices within the City's structure of affordable units, and the remaining 34 units (30%) would be sold at market rates. The proposed residential density and unit mix represent a valuable addition to the City's overall affordable and market rate housing stock. The

proposed residential density may be permitted for affordable residential units with City approval under State Bonus density law, and would be consistent with the variable density and bonus density provisions of the City's Zoning Ordinance. The residential units would be provided as follows:

10	one-bedroom units (approximately 655-810 square feet [net] each)
67	two-bedroom units (approximately 990 square feet [net] each)
38	three bedroom units (approximately 1,105-1,340 square feet [net] each)

Total proposed on-site parking is 265 spaces, including 11 parking spaces for the Villa Riviera, which meets the parking requirements as provided by the City's Zoning Ordinance. Parking for the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project is proposed as follows:

- 1 ½ parking spaces for 1-bedroom units
- 2 parking spaces for 2 and 3-bedroom units
- 1 space per four (4) units for guest parking

The Traffic and Parking study prepared by ATE for the proposed project has found that the parking demand for the residential development would be adequately accommodated on-site by the proposed parking plan, and that no traffic impacts on neighboring streets will result from the proposed development. The project includes several features that would serve to improve circulation in the project area for various transportation options including new pedestrian/bicycle corridors throughout the site, a new public street and parkway dedication connecting Salsipuedes and Arrellaga Street, and various other street frontage improvements, including plans to remove a driveway at the California/ Micheltorena Street intersection and one from the mid-block of Micheltorena, designed to improve overall circulation at the site. Furthermore, the development would include a shuttle program provided by either MTD, if feasible, or provided by Cottage Hospital, which would run from the project site to Cottage Hospital.

The proposed residential units will consist of one (1), two (2) and three (3) story structures. Existing grading and infrastructure is proposed to be used to the maximum extent feasible. Grading is estimated at 20,300 cubic yards cut, 16,100 cubic yards fill, and 11,500 cubic yards of over-excavation for the building pads. Cut and fill is anticipated to be balanced on-site (when considering calculations for clearing and grubbing, shrinkage and subsidence). The project has been designed to utilize existing site topography to create the various "terrace" neighborhoods, and the project will provide for an overall lower scale of development on the site than what presently exists through the provision of two neighborhood parks, lower scale structures, and providing a mix of subterranean parking structures, garage locations and designs.

The requested approvals and modifications are required to allow Cottage Hospital to provide a master planned, 70% affordable housing project for their employees. The

majority of the requested front yard setbacks occur along the Salsipuedes Street extension to Arrellaga Street, for which a new City street and parkway dedication is proposed to be constructed to City standards. Front yard setbacks along California Street are requested only for entry porches to the residential units fronting these streets. The entirety of the noted interior yard setback modifications are requested for units along the property line immediately adjacent to the proposed C-O/R-2 boundary. Because these units would be constructed adjacent to the residentially zoned R-2 lots, the Zoning Ordinance requires a minimum interior yard setback of 10 ft., or ½ the height of the structure, whichever is greater. These units would be constructed with a minimum 10 ft. interior yard setback from the property line, which is greater than the 6 ft. interior yard setback required in the R-2 zone for new residential structures. Finally, a number of building separation modifications are requested as necessary to accommodate the proposed residential density.

The requested front and interior yard setback and distance between building modifications are necessary to secure the proposed residential density in combination with accommodating the proposed open space areas (private and semi-public), adequate vehicular access and parking, and pedestrian access corridors on the site. Approval of the modifications will allow the Cottage Hospital Foundation to secure a 70% affordable housing project that is appropriate for the site, and accommodate a new public street dedication, and a number of open space and pedestrian access elements, while continuing to meet the intent of the Ordinance of providing adequate separation between buildings and privacy for neighboring development.

In addition to contributing 81 new residential units to the City's affordable housing stock, and 34 market units to the City's limited housing stock, the proposed project includes a number of elements that would serve to benefit the City. As described above, the project includes a new public street and parkway dedication for the Salsipuedes Street extension to Arrellaga Street. The project would also provide a new public bikeway/pedestrian access easement along the Arrellaga-California Street driveway connection. Additionally, the project includes a number of semi-public open space and pedestrian corridors to which neighborhood residents and general members of the public would have access to.

On behalf of the Santa Barbara Cottage Hospital Foundation, I would like to thank the Commission for its time and consideration, and respectfully request the Commission's support of the requested approvals for the Santa Barbara Cottage Hospital Foundation Workforce Housing Project.

Sincerely,

Kenneth E. Marshall, AICP
Senior Environmental Planner

Cheri & John McKinney

610 E. Victoria Street ■ Santa Barbara ■ California 93103
(805) 963-7037 ■ Fax (805) 564-7793 ■ cheri@thetrainmaster.com

July 19, 2004

Ms. Jessica Grant
Associate Planner
City of Santa Barbara Planning Division
Post Office Box 1990
Santa Barbara, CA 93102-1990

Re: Scope of EIR for Santa Barbara Cottage Hospital Foundation Workforce Housing Project

Dear Ms. Grant:

We are writing to request that a complete Environmental Impact Report be prepared for consideration of the project proposed at 601 E. Micheltorena Street, known as the "Santa Barbara Cottage Hospital Foundation Workforce Housing Project." Substantial evidence exists that this project will pose significant environmental impacts to the neighborhood and that it will significantly degrade the quality of life of the individuals who live there.

Even the simplest review of the information regarding this project reveals a fair argument based on substantial evidence that significant impacts may occur and they require a thorough and comprehensive Environmental Impact Report.

As an interested party (since 1993, we have lived at the corner of Victoria and Salsipuedes, three blocks from the site), we have many concerns that we believe must be addressed in the Environmental Scoping process, leading to the inevitable conclusion that the City should require the preparation of an Environmental Impact Report. Specifically, they include:

1. The baseline used to determine traffic air quality and noise impacts.It is our understanding, according to CEQA Guidelines 15125, subd. (a), that "a draft EIR must include a description of the physical environmental conditions in the vicinity of the project as they exist at the time...the environmental analysis is commenced." Of course, what we're dealing with now is a closed-down hospital with virtually no traffic. It is inappropriate to use the proposed trips that *may have occurred* if an approved medical building had been built. CEQA does not permit use of a non-existent, hypothetical baseline environmental setting based on a project that was never built. The traffic and other impacts of the medical building never occurred, and thus it is inappropriate under CEQA to use this baseline. As a result of using the incorrect CEQA baseline, the predicted traffic impacts of the project are substantially underestimated.

2. **The socio-economic impacts of this project must be considered within the context of an EIR.** CEQA Guidelines Section 15064(e) requires the City to consider the physical environmental changes resulting from socio-economic impacts, if any, in an EIR. As a result of this proposed project, and its impacts of traffic, circulation, and density out-of-keeping with the nearby neighborhood, the destabilization of the surrounding neighborhood has already occurred. Such destabilization will continue as residents contemplate and act in response to the negative impacts posed by enormously increased traffic, parking problems, circulation and degradation of the neighborhood character, leading to a reduced quality of life for all who live within the neighborhood. A significant number of homes along Micheltorena Street and beyond have already been placed on the market, and continued concerns about the additional stresses placed on this established neighborhood by the proposed project are forcing more neighbors to consider leaving their homes. The burdens placed on this neighborhood are inappropriately large, due to the size and scope of this project. The high turnover caused by the proposed project is a socio-economic impact that results in indirect physical environmental impacts; sold homes are often torn down and replaced by larger homes which degrade views, impair traffic and result in other environmental impacts.

3. **The EIR must Analyze Cumulative Impacts**. The workforce housing project on Micheltorena and the reconstruction of Cottage Hospital must be considered linked and part of the same project because they are components of the same undertaking by Cottage. In addition, impacts of one are related to the other. In the area of parking, for example, it is obvious that parking places are being constructed for *the same vehicles* in neighborhoods that are less than a two-mile walk apart from each other, yet there is as of now, no incentive offered for Cottage Hospital employees who choose to maintain a car-free lifestyle.

4. **Mitigation of Significant Traffic Impacts**. We expect a comprehensive traffic analysis in the EIR that includes extensive mitigation efforts that go far beyond the mere promise of a shuttle service. While shuttles may help reduce traffic somewhat, employee trip reduction programs are legally unenforceable. A *shuttle system or trip reduction program is legally unenforceable pursuant to SB#437.* It is thus not legally enforceable as a mitigation measure pursuant to CEQA Guidelines Section 15126.4(a) (2). Therefore, if the project is approved, the City must require enforceable traffic mitigation measures in addition to shuttles, and/or feasible project alternatives that reduce the 1, 023 average daily trips and enormous traffic impacts this project will bring to the neighborhood.

5. **County Bowl as part of Existing Environmental Setting**. As the applicant admitted during a public meeting on Tuesday, July 13, its development team had not even considered traffic and parking impacts to this neighborhood generated by attendees of County Bowl performances. As every resident of this neighborhood is well-aware, during the ever-increasing schedule of performances at the County Bowl, there is already no street parking to be found—all the way up to the St. Francis site. Unlike the City's proposed CEQA baseline, this existing constrained situation is part of the existing physical environmental baseline. As a result, the EIR must analyze impacts in light of this, and should conclude that any increase in parking demand and traffic during performances will result in significant impacts.

6. Piecemealing. The City recently approved a lot split involving this property. That lot split is linked to this property; it facilitates this project. Development of the resulting lot will cause impacts relating to views, noise and traffic. The impacts of the lot split should have been analyzed in the context of the EIR for the Santa Barbara Cottage Hospital Foundation Workforce Housing Project. Since it was considered previously in a piecemeal fashion, the City should re-analyze the effects of the lot split, including development of the remainder parcel, in this Draft EIR, either as part of the project, or, at a minimum, in a cumulative impact analysis.

7. Concerns about hazardous materials released during the demolition and construction period. We request a thorough, detailed analysis of the site prior to release of the Draft EIR, including soil samples, paint, insulation, carpets, and the like to determine the extent of hazardous materials and carcinogens that exist on the site. Additionally, we request a full evaluation of how those materials can best be contained to insure the short-and long-term health of neighborhood residents who will be exposed throughout a lengthy demolition and construction period. Because of the applicant's plan to provide even more extensive underground parking than before, we have even more concern about containment of particulate matter during the extensive excavation process. These issues should be thoroughly analyzed in the Draft EIR.

Feasible mitigation measures and alternatives that could avoid or lessen these impacts should be analyzed in sufficient detail to facilitate City approval without supplemental review. Specifically, an alternative that retains and reuses rather than demolishes the building should be analyzed at a project level of detail.

Air quality and health issues merit particular concern in this specific neighborhood because of the significant number of residents who are at home during the workday when the demolition and construction impacts will occur. They include the elderly, children at home with their caregivers and a large number of individuals who work at home-based businesses. Seniors and children are susceptible to numerous respiratory conditions caused or exacerbated by degraded air quality.

8. Alternatives

(A) Retain Existing Building The City should evaluate the feasibility of an alternative that retains the existing building in order to minimize the potentially significant impacts of demolitions (e.g. air quality, traffic, noise, hazardous materials). Alternative uses of the building are many, including, but not limited to, rental housing, retirement living, medical uses, a research institute, and the like.

(B) Reduced Project Size In order to accommodate the project's underlying objectives and mitigate impacts such as traffic, noise, air pollution and views, we propose that one way to mitigate these substantial environmental impacts is to reduce the number of units in this housing project from the proposed number of 115 units to 60 while still retaining the proposed mix of workforce and market-rate units (i.e. 70%: 30%).

The Reduced Size Alternative merits full consideration under CEQA Guidelines Section 15126.6(a). The project would still provide a significant number of housing units, meeting most of the underlying project objectives. Given the project economics, including sales price, carrying costs, permit processing and environmental review costs, and development costs, a 60-unit alternative appears feasible. Finally, it would substantially reduce the environmental impacts in terms of traffic, parking, air quality general congestion, and aesthetics.

9. **An EIR is required pursuant to CEQA.** This project requires an EIR. Under CEQA, a lead agency shall prepare an EIR when a fair argument can be made, based on substantial evidence in the record as a whole, that a project MAY have a significant effect on the environment, even if other evidence suggests the project will not have a significant effect. (CEQA Guidelines Section 15164) This fair argument standard is a low standard for requiring an EIR because CEQA requires the application of caution by a lead agency when a project MIGHT have a significant impact. The proposed project—the most massive building demolition and reconstruction project proposed in Santa Barbara since the 1925 earthquake—poses a complex set of environmental impacts that warrant consideration in an EIR. The City's NOP is for an EIR—not a Negative Declaration—and it identifies a range of potentially significant impacts. The NOP itself suggests the potential for an array of significant impacts, and thus supports the need for preparation of an EIR.

The project involves creating a neighborhood right in the middle of a neighborhood, one significantly inhabited by at-risk populations of children and the elderly, and dealing with hazardous substances and known carcinogens. The short-and long-term effects of the demolition of a huge building, the construction of a massive new neighborhood and the introduction of a major new traffic pattern must be carefully analyzed. Alternatives must be considered as potentially viable ways to reduce these impacts. If only a Negative Declaration is required, this decision will not only violate CEQA, it would eliminate consideration of any project alternatives and would thus take away valid options for the City to reduce the environmental impacts to the public.

Interested parties have testified repeatedly before the planning commission, at City Council and at four neighborhood meetings conducted by Cottage Health Systems. City Staff, the project's promoters, and residents alike have heard time and again about the concerns about this project's environmental impacts. It is now time for the City to require that the objections posed in public testimony and expressed in this letter be fully and completely addressed.

If ever a project required a comprehensive Environmental Impact Report (that includes a comprehensive general plan consistency analysis with all applicable policies) this is the one.

Sincerely,

Cheri Rae & John McKinney

Cheri Rae and John McKinney

Cc: Planning Commission Members: Mayor Marty Blum and City Council Members; Allied Neighborhood Association; Bungalow Haven Neighborhood Association; Riviera Neighborhood Association; Citizens Planning Association

Warren and Julie Wood
1225 N. Salsipuedes St.
Santa Barbara, CA 93103
(805) 966-7344

July 15, 2005

Ms. Jessica Grant
Associate Planner
City of Santa Barbara Planning Division
P.O. Box 1990
Santa Barbara, CA 93102-1990

Dear Ms. Grant:

Because we will not be able to attend the July 29th Environmental Scoping Hearing, we would like to communicate a concern we have about Cottage Hospital's condo project on the St. Francis site: the problem of parking.

With the density of 115 units on 6 acres, on-street parking will increase. This presents a problem for the surrounding area for several reasons:

1) The on-street parking during County Bowl concerts flows, bumper to bumper, up Alta Vista, Salsipuedes and Olive, from Anapamu up to Micheltorena and beyond. The new complex of115 units will push on-street parking in the direction of Islay and up the hill into the Riviera because those living in the condos will not be able to park in the direction of the County Bowl.

2) Being at the edge of the downtown bungalow district, the new complex of 115 units will be flanked by many homes without garages. Our home is one of those, built in 1907. Like many in this area built before garages were standard, we use on-street parking, and it is currently crowded. If the new complex does not have sufficient spaces per unit, on-street parking will increase in an already densely-parked area.

3) To cover high mortgages, many people rent a room to a boarder such as a student from Santa Barbara City College; a foreign student studying at EF International or ELS or any of the other English language programs in S.B.; or a single professional. This secondary rental market increases on-street parking. Given the proposed cost of even an "affordable" unit in the new complex, condo owners will want to supplement their income and follow what many others already do in Santa Barbara.

While we have heard several ideas about how to lessen car use between the Cottage condo complex and the hospital, there is no way to regulate parking, whether the cars are used frequently or not. Therefore, we would request either sufficient parking be made available (the four spaces per unit referenced above) or the number of units in the complex be decreased.

In addition, to examine further the impact on parking and traffic, we would request that an **Environmental Impact Report** be done to ensure that the issue of parking, which affects the surrounding area daily, is examined carefully and completely.

Sincerely.

Julie A. Wood

Warren C. Wood

Our Vision Clean Air

Santa Barbara County
Air Pollution Control District

July 28, 2004

Jan Hubbell, AICP, Senior Planner
Jessica W. Grant, Associate Planner
Planning Division
Community Development Department
City of Santa Barbara
P.O. Box 1990
Santa Barbara, CA 93102-1990

SUBJECT: 601 E. Micheltorena Street (Santa Barbara Cottage Hospital Foundation Workforce Housing Project- MST2003-00827)

Dear Jan and Jessica,

As you know, the Santa Barbara County Air Pollution Control District (APCD) did not receive the Notice of Preparation of a Draft EIR (NOP) for the above-mentioned project because it was sent to the previous address. Thank you for rectifying this mistake in your databases. We downloaded the NOP, Initial Study (I.S.) and Planning Commission Staff Report from the City's website today. Based on a quick review of these materials (and the Construction Phasing and Logistics Report that we received in May, 2004) we have the following recommendations on the scope of work for the DEIR.

The latest version of the APCD's *"Scope and Content of Air Quality Sections in Environmental Documents"* is available on our website (www.sbcapcd.org) and should be used in the preparation of the DEIR.

We would like to see full disclosure of all air quality impacts and all calculations and assumptions used to estimate air quality impacts presented clearly in an appendix in the DEIR so that we can validate the air quality impacts of this project as presented in the DEIR. We assume the analysis will use a "reasonable worst case scenario".

The I.S. states that the total project construction period will be about 67 continuous weeks; this is a long-term construction project. Construction emissions should be estimated using URBEMIS 2002, version 7.5. As a guideline, the APCD uses 25 tons/year of NOx or ROG to determine significance of construction equipment impacts.

Please note that prior to any demolition or renovation of the existing structures the APCD requires the filing of separate *Asbestos Notification Forms* for each structure. This will ensure

APCD oversight of the demolition and compliance with federal regulations. The form is available on our website (www.sbcapcd.org).

We note that the project may balance the approximately 20,300 cubic yards of cut and 16,100 cubic yards of fill, onsite. However, carting away of unsalvageable demolished materials and bringing in construction supplies will involve trucks trips. The DEIR should estimate, under a reasonable worst case scenario, the number and type of haul trucks per day and the distance the haul trucks may travel and then calculate the estimated emissions. The emissions from employee commute trips and from all onsite construction equipment (including crushers, if used) should be added.

Of the standard mitigation measures for construction fugitive dust, the APCD emphasizes the need to enforce covered haul trucks, gravel pads and measures to keep dust onsite and to avoid tracking dirt on to public roads. Onsite stockpiles should be covered.

The APCD is concerned about the short-term and long-term health impacts of diesel emissions on sensitive receptors (residents, particularly children). Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. Construction equipment mitigation measures, listed in the *Scope and Content* document should be enforced to the maximum extent feasible. Please contact Robin Cobbs, Air Quality Engineer at the APCD, to determine if a health risk assessment is warranted.

As stated in the 2001 Clean Air Plan, energy conservation measures are recommended for all projects to reduce the need for natural gas and electricity. Although Santa Barbara County does not have power plants, a portion of our electricity comes from burning fossil fuels, which contributes to regional air pollution. According to the U.S. Green Building Council (USGBC), construction in the United produces 30% of the total U.S. greenhouse gas emissions. Better building practices and materials can significantly reduce these gases. We are pleased to note that some items may be salvaged and reused. Please consider requiring both trash/recycling containers instead of just trash cans in public areas on site. Light-colored, high-fly ash concrete or permeable surfaces should be considered instead of asphalt paving. At a minimum, provisions for roof-top photovoltaic panels and on-demand (tank-less) water heaters should be included in the building plans and required for the project.

Please also note that URBEMIS 2002 version 7.5.0 may be used to estimate effectiveness of some mitigation measures. The emission reductions from some of the mitigation measures suggested in the *Scope and Content* document may not be easily quantifiable because tools to do so are not available; therefore credit may not be taken for some measures to reduce air quality impacts to a level of insignificance. Nevertheless, CEQA requires that all feasible measures to reduce significant air quality impacts of proposed projects should be applied.

In addition, residential wood-burning fireplaces are the cause of many public nuisance complaints that the APCD receives during the winter months. We recommend that residential wood-burning fireplaces and woodstoves be prohibited.

The Initial Study does not address the emissions from potential sources such as new boilers, generators and other equipment, if any, associated with the multi-unit housing project. APCD permits may be required. The emissions from the boilers and area sources should be added to the traffic emissions to compare to the threshold of significance for the total project.

The Initial Study notes that soil contamination from underground storage tanks may be present onsite. There may be a possibility that historically, medical or other hazardous wastes may have been disposed on the site. Please note that an APCD permit and/or a health risk assessment may be required for certain contaminated soil remediation methods.

The Initial Study notes that the project could have induced growth and secondary impacts to air quality; consistency with the Santa Barbara County 2001 Clean Air Plan should be addressed in the DEIR. Methods to evaluation consistency with the Clean Air Plan are also addressed in the Scope and Content document.

I hope you find our quick comments on the NOP for this project useful. Please call me at 961-8893 or contact me by e-mail at *vlj@sbcapcd.org*, if you have questions.

Sincerely,

Vijaya Jammalamadaka

Vijaya Jammalamadaka, AICP
Air Quality Specialist
Technology and Environmental Review Division

cc: Bobbie Bratz. Public Information and Community Programs Supervisor
Project File (City of Santa Barbara 2004 Projects)
TEA Chron File

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THE RIVIERA ASSOCIATION
OF SANTA BARBARA

Established 1930

July 30, 2004

To: City of Santa Barbara Planning Division
Attention: Jessica Grant

On July 27th the Board of Directors of the Riviera Association met and asked me to forward the following comments, questions, and requests for clarification regarding the Santa Barbara Cottage Hospital Foundation Workforce Housing Project.

- Parking: Are the required parking places realistic with the number of cars for the proposed units and the demand created? The ATE study places parking demand at 184 spaces. Our calculations are as follows:
  - 2 cars per unit equal 230 parking spaces.
  - 2 cars per 1 and 2 bedroom units, 3 cars per 3 bedroom unit equal 270 spaces.
  - 2 cars per 1 bedroom unit, and 3 cars per 2 and 3 bedroom units equal 315 spaces.
- Access from Grand Avenue: a major impact that has not been fully defined or evaluated for environmental impact.
- Demolition: What is the anticipated length of demolition? What noise mitigation is proposed for this residential neighborhood? What time limitations will be imposed for this residential neighborhood? We ask that an 8:00 AM restriction for commencement of demolition activities and no weekend activity. We ask for a plan for demolition traffic and parking.
- We request a solid waste management impact survey be part of this review in regard to demolition.
- Construction: What is the anticipated length of construction? What are the noise mitigations proposed for this residential neighborhood? We ask that construction commence after 8:00 AM and no weekend activity. We ask for a plan and map of construction routes and traffic control. We ask for restrictions on construction parking.
- We request that low-level lighting in conformity to the residential nature of the area be emphasized and evaluated.
- We emphasize the importance of maintaining buildings heights to accommodate existing private views.

As per the Initial Study/Environmental Checklist MST 2003-00827, it would appear that many of these issues have already been introduced. Thank you for your consideration and inclusion of our concerns.

Sincerely,

Dianne Channing
President, The Riviera Association
P.O. Box 41838
Santa Barbara, CA 93140-1838

DISTRIBUTED TO: DATE: 7/27/04
PLANNING COMMISSION (7)
JAN HUBBELL, SR. PLANNER
SCOTT VINCENT, ASST. CITY ATTY.
CASE PLANNER APPLICANT('S) AGENT
PC SECRETARY

Gary and Kathleen Hoffman
555 E. Arrellaga St. No. 4
Santa Barbara, CA 93103
(805) 966-4488

July 27, 2004

Ms. Jessica Grant
Associate Planner
City of Santa Barbara Planning Division
P.O. Box 1990
Santa Barbara, CA 93102-1990

Dear Ms. Grant:

In response to the upcoming July 29th Environmental Scoping Hearing, we would like to communicate the following concerns we have about Cottage Hospital's St. Francis condo project, if it indeed goes forward.

1) **Tots Park and BBQ Area:** The design calls for a playground/park for tots and a BBQ area at the present site of St. Francis' meditation park off the Arrellaga St. cul-de-sac. Our condo complex is located directly across the cul-de-sac and thus facing this proposed park and BBQ area. We understand tall trees bordering this area will be thinned-out as well, making it even more exposed. With upwards of 275 residents living in this new project, we are very concerned about persistent noise from this tots playground as well the smoke from the BBQs. Smoke will be pushed directly across the street to our condo units since the prevailing breeze in the afternoon/evening is from the south (via on-shores). We request that these park areas be re-designed and moved, perhaps more into the center of the Cottage condos or to the new park planned at corner of Micheltorena.

2) **Demolition Phase:** We have major concerns about noise, dust control, hazardous material handling, and truck/equipment traffic during demolition of the existing hospital site. The workweek noise impacts during demolition (and construction) will be nothing if not a nuisance for us in the immediate neighborhood. We request that no work be done on Saturday and Sunday and holidays. The schematic site plan shows the haul routes for removal of 7,000 yd^3 site material and base course (to/from) are Arrellaga and Micheltorena Streets. We request that Alta Vista, Grand, and Valerio Streets also be brought into the mix, and just not put the entire traffic/noise load on Arrellaga and Micheltorena. Also, Arrellaga is quite narrow (now we can barely pass by the Marborg waste truck when it's stopped in the 500 block). The City will have to take some steps to ensure safety and ease congestion (e.g., omit parking on at least one side to use this street as a haul route). During demolition, we do not want to see the project use an on-site crusher for demolition materials-the noise, dust and potential air quality issues from haz-mat materials (asbestos) is a real concern. General dust

control during the 3-4 month demolition is a major concern of ours as well. We request the EIR address this in detail.

3) **Underground Utilities:** We request that the City require the proposed condo project to under-ground overhead power lines and utilities along Arrellaga and Micheltorena bordering the Salsipuedas intersections. 115 new condos on this hillside property may require even additional power lines or thicker wires hung on poles to supply utility services. Under-grounding of overhead power lines should be required of any new project this size in the City. Since various views of the city, ocean and shoreline are being impacted by this project to many of us in the neighborhood, more clutter of lines hanging on power poles will look unsightly and obstruct our views even more. Clean it up and underground starting at the streets!

4) **Views:** We have been assured in the past by the project's architect that the design will not block our views (city and ocean). We understand the site's engineering/maintenance plant will be replaced by a one-story condo building. Below it, however, down-grade will be a 2-story building with pitched roof. Some computer-generated views place this building at about the same height as the next door doctor's office building (536 E.Arrellaga). If correct, this will greatly impact our present view and we live on a 2nd floor condo across the street. We request that neighborhood views not be adversely impacted by the proposed project.

5) **Parking:** We have heard several ideas about how to lessen car use between the Cottage condo complex and the hospital, but there is little that can be to ensure whether resident's cars are driven to Cottage Hospital or not. Therefore, we request either sufficient parking be made available (more than the 2.4 spaces per unit currently in the design) or the number of units in the complex be decreased.

We trust these concerns will be addressed in a future **Environmental Impact Report** for this very large condo project that will have major impacts to the neighborhood with few realizable benefits.

Last, but not least, we continue to be amazed that this piece of the cultural landscape of the City will be razed and condos built in its place. We would like to see our City Council, rather than pre-maturely supporting this project, ask tough questions of Cottage and explore the site's re-use of the existing St. Francis facilities (e.g., SB cancer center, expanded Villa Riviera assisted living center, or perhaps a down-town Wake Center for learning/training). We'd like to see this debate go on.

Sincerely.

Gary Hoffman Kay Hoffman

Gary and Kay Hoffman

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Gantz, Susan

Subject: FW: Saint Francis

-----Original Message-----
From: Edward C. Fields [mailto:fields@library.ucsb.edu]
Sent: Tuesday, July 27, 2004 11:24 AM
To: Barnwell, Brian B.
Cc: Blum, Marty; Falcone, Iya; Horton, Roger; Secord, Dan; Schneider, Helene; Williams, Das
Subject: Saint Francis

Dear Santa Barbara City Council:

I'd like to add my voice to those who are not in favor of the Cottage proposal to demolish the St. Francis site to provide "affordable" housing for its staff. My objections are based on three issues. I do live in the neighborhood, East Valerio Street, which is already becoming too traffic congested and causing concerns for the safety of my children who play near our house. Having spent 4 hours in the waiting room last summer waiting for one of my daughters to be seen and evaluated by a physician, I can honestly say that Santa Barbara needs more not fewer medical facilities for its residents. (I have heard similar tales from others in the wake of St. Francis' closing.) As a recent editorial in the News-Press pointed out, some consideration should be given to preservation of this historic landmark facility that so long served the community of the Santa Barbara. My two daughter were among the many Santa Babarans who were fortunate to have been born in St Francis' innovative Birthing Center. I realize that Saint Francis is gone and is not going to return, but surely some better use for the existing facility can be found. (Wasn't the initial plan to convert St. Francis into an auxiliary medical facility for Cottage?) I realize the importance of housing in our community, (I'm a long time renter, not a home owner), but I also realize the importance of adequate community medical care and preservation of our city's heritage.

I hope that further discussion and evaluation of Cottage's proposal will be heard and considered.

Thanks for your consideration.

Sincerely,
Ed Fields'

426 East Valerio St.
Santa Barbara, CA 93106
805-682-9722

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Gantz, Susan

Subject: FW: additional commments about EIR scoping Hearing

From: Cheri [mailto:cheri@thetrailmaster.com]
Sent: Thursday, July 29, 2004 5:47 PM
To: Grant, Jessica
Subject: additional commments about EIR scoping Hearing

July 29, 2004

Dear Ms. Grant,

After today's hearing, two additional questions come to mind that I would like to have addressed in the scope of the EIR:

1) In the area of determining the proper baseline for traffic considerations, I must ask what point during St. Francis' operation will be considered the proper baseline? It was clarified during the hearing that the proposed medical office building will not be used, but there was no specific clarification about when in the hospital's rise and fall is the appropriate baseline for analysis? Will it be when the hospital became a Medical Center during the '90s and was on its way up? Or in subsequent years when it was on its way down? The significance of the proper date from which to draw the baseline is pretty obvious, and I expect a reasonable accounting for how the date is determined.
2) In terms of mitigation of air quality during demolition and construction, the day will come in my neighborhood when the bulldozers outnumber the bicycles and it may no longer be safe for my children to take a ride around the block on their bikes. How do I explain to my now 7-year-old that he can't play outdoors anymore—and for the next couple of years—because the air he breathes may make him very sick in years to come. How can that serious health concern be properly mitigated?

Thank you,

Cheri Rae

(805) 965-7200
cheri@thetrailmaster.com
www.thetrailmaster.com

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Gantz, Susan

Subject: FW: St Francis Input for EIR

From: Denise Platt [mailto:deniseplatt@cox.net]
Sent: Thursday, July 29, 2004 3:37 PM
To: Hennon, Bettie
Cc: Hubbell, Jan; Ledbetter, John; Kato, Danny
Subject:

Ms. Hennon,

A fact of interest that I have not seen addressed by anyone concerned with the Cottage Hospital workforce housing project is that the planned for population who will be occupying these condos does not travel to and from their workplace in a fashion that can be compared to the 'normal workforce. These occupants will be primarily nurses. Nurses work all 3 and sometimes 2 shifts. As such, they travel to work at low impact times, as well as times different than those employed in traditional workplaces. For example, because a hospital is a 24-hour operation, the day shift begins at 7:00 am, the pm shift begins at 3:00 pm and the night shift starts at 11:00 pm. None of these three shifts involve high traffic impact times as compared to employees traveling on the roads at the traditional 8:00 am and leaving for home at 5:00 pm. Even the nurses who work 12 hours shifts, which begin and end at 7:00 am and 7:00 pm are low-impact commuters. Other staff within the hospital, aside from nurses, also do shift work.

I have not seen these very real facts of hospital life considered in any recent discussion and feel strongly they should be a part of the EIR study.

Thank you,
Denise Platt, RN, JD

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Gantz, Susan

Subject: FW: SB Cottage Hospital Workforce Housing Project

July 30, 2004

To: City of Santa Barbara Planning Division
Attention: Jessica Grant

On July 27th the Board of Directors of the Riviera Association met and asked me to forward the following comments, questions, and requests for clarification regarding the Santa Barbara Cottage Hospital Foundation Workforce Housing Project.

- Parking: Are the required parking spaces realistic with the number of cars for the proposed units and the demand created? The ATE study places parking demand at 184 spaces. Our calculations are as follows:
  - 2 cars per unit equal 230 parking spaces.
  - 2 cars per 1 and 2 bedroom units, 3 cars per 3 bedroom unit equal 270 spaces.
  - 2 cars per 1 bedroom unit, and 3 cars per 2 and 3 bedroom units equal 315 spaces.
- Access from Grand Avenue: a major impact that has not been fully defined or evaluated for environmental impact.
- Demolition: What is the anticipated length of demolition? What noise mitigation is proposed for this residential neighborhood? What time limitations will be imposed for this residential neighborhood? We ask that an 8:00 AM restriction for commencement of demolition activities and no weekend activity. We ask for a plan for demolition traffic and parking.
- We request a solid waste management impact survey be part of this review in regard to demolition.
- Construction: What is the anticipated length of construction? What are the noise mitigations proposed for this residential neighborhood?
We ask that construction commence after 8:00 AM and no weekend activity. We ask for a plan and map of construction routes and traffic control. We ask for restrictions on construction parking.
- We request that low-level lighting in conformity to the residential nature of the area be emphasized and evaluated.
- We emphasize the importance of maintaining buildings heights to accommodate existing private views.

As per the Initial Study/Environmental Checklist MST 2003-00827, it would appear that many of these issues have already been introduced.
Thank you for your consideration and inclusion of our concerns.

Sincerely,

Dianne Channing
President, The Riviera Association
P.O. Box 41838
Santa Barbara, CA 93140-1838

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Gantz, Susan

Subject: FW: E I R St. Francis Condo Proposal

From: jan100@cox.net [mailto:jan100@cox.net]
Sent: Wednesday, July 28, 2004 2:04 PM
To: Grant, Jessica
Subject: E I R St. Francis Condo Proposal

July 28, 2004

Jan Winford
1616 Grand Avenue
Santa Barbara CA 93103
805 962 1889

Jessica Grant
jgrant@CI.santa-barbara.ca.us
City of Santa Barbara Planning Division
PO Box 1990
Santa Barbara, CA 93102

RE: St. Francis Project

Villa Riviera Conditional Use Permit

Access through Arrellaga Parking Lot only Requirement

I would like the planners, government personnel and all concerned in the project to be knowledgeable regarding the Conditional Use Permit which allowed Villa Riviera to be granted it's current use as an ambulatory facility. The neighbors were assured:

ALL ACCESS AND SERVICES WOULD BE THROUGH THE HOSPITAL GROUNDS NOT GRAND AVENUE. NO ONE WAS TO PARK OR GAIN ACCESS FROM THE DOOR ON GRAND AVENUE. This door on Grand Avenue has been and is used continually. I have called and asked Ron Biscaro to look into the situation several times. I can hear the door bell ring at the Grand entrance and access is granted. I observe cars belonging to visitors on the street. Often one or even two cars are in the driveway. (These cars are not for the people living in the 'penthouse residence' but for Villa Riviera.)

I just called Villa Riviera to ask their address and was given 1621 Grand Avenue!

I am concerned that is situation will be overlooked in the building/review process now that St. Francis does not exist. What assurances do we neighbors have that this will not be overlooked? I do not want the issue to be forgotten nor access to Grand Avenue be continued. I do not want to revisit the negative issues we have already addressed in previous building attempts with St. Francis.

I REQUEST THE EIR ADDRESS VILLA RIVIERA, THEIR ACCESS ISSUES AS WELL AS TRAFFIC ON GRAND AVENUE.

Thank you. Jan Winford

cc: Ron Biscaro, Villa Riviera, Bungalow Haven

JG

Gantz, Susan

From: gpolchin@west.net
Sent: Thursday, July 29, 2004 6:38 AM
To: Gantz, Susan
Subject: St. Francis EIR comments; please fwd to planning commission

Hi, July 29, 2004

Can you please forward this to the City of Santa Barbara Planning Division and the planning commissioners as comments about an environmental impact report (EIR) for the so-called "Santa Barbara Cottage Hospital Foundation Workforce Housing Project" (St. Francis demolition and condo consruction project.)

Summary:
1. PLEASE REQUIRE A FULL EIR.
2. PLEASE REQUIRE A FULL DUST & NOISE-CONTAINMENT WALL.
3. PLEASE RESTRICT THE NUMBER OF FIREPLACES

1. PLEASE REQUIRE A FULL EIR. An environmental impact report (EIR) should be required for this massive demolition and construction project that will take place in a crowded, breezy, hilly area. The toxics used by hospital are by themselves reason to have an EIR.

2. PLEASE REQUIRE A FULL DUST & NOISE-CONTAINMENT WALL. Please require that the entire project be enclosed inside a dust containment/noise containment wall. A noise containment wall is in place for the drilling project which was underway (as of July 15, 2004) at Santa Barbara High School at Anapamu and Alta Vista Streets. Such a wall can be used to contain dust as well if the openings are sealed.

3. PLEASE RESTRICT THE NUMBER OF FIREPLACES Please include design considerations to restrict long-term pollution from this project. Notably absent from the document summary entitled NOTICE OF EIR PREPARATION/NOTICE OF ENVIRONMENTAL SCOPING HEARING" (filename: 2004-07-29_july_29,_2004_-_601_e_micheltorena_st_nop_notice.pdf)
is any mention of restriction on fireplaces in the condos. 115 new fireplaces in a 7-acre site will create an incredible amount of pollution for the surrounding area. Please restrict the number of fireplaces to either zero or to the same concentration as the surrounding area.

thank you.

George C Polchin and Lisa M Giegerich
gpolchin@west.net
613 E. Victoria St.

FELL, MARKING, ABKIN, MONTGOMERY,
GRANET & RANEY, LLP
ATTORNEYS AT LAW

DOUGLAS E. FELL
PHILIP W. MARKING
JOSEPH D. ABKIN
FREDERICK W. MONTGOMERY
CRAIG S. GRANET
JAMIE FORREST RANEY
MICHAEL D. HELLMAN
JOSHUA P. RABINOWITZ

STEPHEN N. YUNGLING
CINDY KLEMPNER

BARRY R. PINNOLIS

OF COUNSEL
JAMES E. DAVIDSON

222 EAST CARRILLO STREET
SUITE 400
SANTA BARBARA, CALIFORNIA 93101-2142
TELEPHONE (805) 963-0755
Fax (805) 965-7237

July 22, 2004

VIA E-MAIL AND U.S. MAIL

City of Santa Barbara
Attention: Ms. Jessica Grant
P. O. Box 1990
Santa Barbara, CA 93102-1990

SUBJECT: Scope of the EIR for the Proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project; Response to Ms. Cheri Rae and Mr. John McKinney Letter

Dear Ms. Grant:

This letter is a written on behalf of the Santa Barbara Cottage Hospital Foundation and is intended to respond to the issues addressed in a July 19, 2004 letter to you from Ms. Cheri Rae and Mr. John McKinney, relating to the Scope of the EIR for the Proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project. This response follow the same numbering system as was used in Ms. Rae's letter.

1. Baseline

Ms. Rae claims that the baseline used to determine traffic, air quality and noise impacts must be based on the "physical environmental conditions in the vicinity of the project as they exist at the time... the environmental analysis is commenced." However, the City of Santa Barbara has previously concluded that the environmental baseline can include impacts from uses that could occur without any new discretionary permits. This was the case in the Entrada de Santa Barbara Project, where the Californian Hotel was closed (for required seismic safety improvements) when the Entrada de Santa Barbara Project application was deemed complete and when the environmental analysis commenced. It was the City's conclusion that the baseline should include trips attributed to the Californian Hotel when it was open, because there were permits for

its use and it could be re-opened without any discretionary approvals[1]. Therefore, the conclusion to utilize the St. Francis Hospital's trip generation as the traffic baseline for the Proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project is entirely appropriate.

Additionally, Ms. Rae claims that it is inappropriate to use the proposed trips that *may have occurred* if the approved medical office building had been built. We do not disagree. However, Associated Traffic Engineers (ATE) Traffic Report did NOT include the traffic trips associated with the approved Medical Office Building traffic as part of their traffic baseline analysis.[2]

2. Socio-Economic Impacts Must be Considered in the EIR

Ms. Rae states that CEQA Section 15064(e) requires the City to consider the physical environmental changes resulting from socio-economic impacts, if any, in an EIR. However, CEQA Section 15064(e) actually states that "Economic and social changes resulting from a project shall not be treated as significant effects on the environment". (emphasis added) It goes on to say that "Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment". (emphasis added) These statements clearly state that economic and social changes are not to be considered significant impacts and that economic and social changes are not required to be evaluated.

Ms. Rae claims that the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project has already destabilized the surrounding neighborhood and has prompted a significant number of homes to be placed on the market. These "issues" should not be considered in the CEQA document as these statements are speculative and without factual support. CEQA Section 15064 (f)(5) states: "Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." (emphasis added)

[1] The City's conclusion was based on the Court of Appeal decision in Fairview Neighbors v. County of Ventura (1999) 70 CA 4th 238. This case involved a mining operation that was proposing new improvements, but at the time the application was deemed complete and when the environmental analysis was commenced, the mining operation was not in full use. The appellants argued that the baseline should be the trips generated at the time the mining expansion application's environmental analysis is commenced. However, the Court ruled that the EIR appropriately assumed the existing traffic impact level (baseline) to be the traffic generated when the mine operated at full capacity pursuant to the entitlement previously permitted by its Conditional Use Permit (CUP-1328). The court concluded that discussing the possible environmental effects of the expanded mining operation project based on actual traffic counts would have been misleading and illusory under the facts.

[2] ATE's "Revised Traffic, Circulation and parking Study for the Santa Barbara Cottage Hospital Foundation Workforce Housing Project" dated May 6, 2004, did NOT include the approved Medical Office Building traffic as part of their traffic baseline analysis. ATE only utilized the permitted 85-bed hospital facility and the permitted 9 bed convent facility as part of their traffic baseline analysis.

3. Cumulative Impacts

Ms. Rae claims that the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project must be linked to the reconstruction of Cottage Hospital. However, the two projects are entirely separate and are clearly not part of the same project. The reconstruction of Cottage Hospital is a modernization of the existing hospital facility to comply with Senate Bill 1953, which requires all acute care hospitals to satisfy new seismic requirements. The Workforce Housing Project is proposed by Cottage to address their existing employee (retention and recruiting) due to the extremely high cost of housing in the South Coast community. There is no link or connection between the two projects. Neither project depends on the other in order to proceed.

A draft EIR on the acute care Hospital Project is scheduled to be released in a month or so. The Workforce Housing Project is just beginning its review.

4. Mitigation of Significant Traffic Impacts

Ms. Rae claims that the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project will create significant traffic impacts, and as such, enforceable mitigation measures must be required. However, as indicated above, ATE's Traffic Report concluded that the proposed Workforce Housing Project will actually result in a 349 daily trip reduction on area streets and intersections, thereby creating a net beneficial traffic impact. In this regard, no traffic mitigations are required. The fact that Cottage Hospital is offering to include a shuttle program as part of the Workforce Housing Project Description (which will be an enforceable condition notwithstanding SB 437), shows that Cottage is voluntarily going above and beyond what is required to address neighborhood issues/concerns and to accommodate their employees who will be living on the property.

5. County Bowl Parking Impacts

Ms. Rae claims that there are parking problems in the neighborhood when there are concerts at the County Bowl, and that this should be considered part of the existing baseline. As indicated in ATE's Traffic and Parking Report (referenced above), the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project is providing 265 parking spaces for residents and visitors, and the demand is anticipated to be 184-241 parking spaces. In this regard, the project is providing between 24-81 parking spaces in excess of anticipated demand (NOT taking into consideration ANY).on-street parking spaces. Therefore, the proposed Workforce Housing Project is actually anticipated to result in improving the existing perceived parking problem in the area.

6. Piecemealing

Ms. Rae claims that the City recently approved a lot split involving the property, and that this lot split should have been evaluated in the context of the EIR for the Workforce Housing Project. Ms. Rae is confused regarding the details of the Project. The City has NOT recently approved a

lot split involving the property. The City Council DID initiate a Zoning Designation Change on the property affecting the C-O and R-2 zoning boundaries on the subject property. This is a Zoning Boundary "clean-up" request (that does not change the allowances on the subject property, but rather allows the creation of legal conforming lots, where non-conforming lots presently exist). The zoning request, and legal conforming lots request, is part of the Workforce Housing Project application and will be considered in the CEQA document for the Project.

7. Release of Hazardous Materials During Demolition/Construction

Ms. Rae claims that a detailed analysis of the site should be undertaken prior to the Draft EIR, including soil samples, paint, insulation, carpets and the like to determine the extent of hazardous materials and carcinogens that exist may on the site. The City will determine, as part of the Scoping Hearing, the extent to which these studies are necessary to be included in the CEQA document.

8. Alternatives

Ms. Rae claims that the City should evaluate various alternatives in the EIR. The City will determine, as part of the CEQA process, whether there are any significant environmental effects of the Project, and if so, the Alternatives that should be included in the CEQA document which "...would avoid or substantially lessen any of the significant effects of the Project". Guidelines, Section 15.126.6(a).

9. EIR is Required Under CEQA

Ms. Rae claims that an EIR is required under CEQA, based upon CEQA Section 15164 (fair argument/substantial evidence). I believe she meant to cite CEQA Section 15064. However, as indicated above, there does not appear to be a fair argument or substantial evidence that there could be a significant impact relating to any of the issues raised by Ms. Rae. However, the final decision/conclusion will be made by the City, based on the evidence at the upcoming Scoping Meeting.

Thank you in advance for your consideration of these matters, should you have any questions regarding this letter, please do not hesitate to call me at 963-0755.

Sincerely,

Douglas E. Fell

DEF:lb
cc: Ms. Barbara Shelton (via e-mail)
Mr. Ron Biscaro (via e-mail)
Mr. Ken Marshall (via e-mail)

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22 July 2004

RECEIVED

JUL 27 2004

CITY OF SANTA BARBARA
PLANNING DIVISION

Ms. Jessica Grant
Associate Planner
City of Santa Barbara Planning Division
P.O. Box 1990
Santa Barbara, CA 93102-1990

Dear Ms. Grant:

I am writing about the Environmental Scoping Hearing for the Cottage Hospital Building project at the former St. Francis Hospital on July 29th.

I have several concerns about the size of this project in relationship to the neighborhood but will just be addressing parking in this letter.

It has been announced that Cottage intends to build 115 units on this property. Apparently the number of "guest" parking spots required by the city is 29 and that is what they plan to provide. This may not be the time or place to address the city's code but that is not enough spaces to keep all the overflow parking off the surrounding streets. Many people own more than 1 car and that is all that the developers are planning on. Also, they have not considered that people may have more than 1 adult per bedroom. So a one bedroom unit may need 2 spaces and a 2 bedroom unit may have 2-4 cars (or more!). If there is not adequate resident parking, the guest spaces will be used or these extra cars will be parked on the street. In either case, overflow parking will be pushed onto the public streets.

At this time, there is no parking allowed in front of the project site on Micheltorena Street. I imagine that this will remain in effect after the project is built. So where will all the extra cars park? As I was walking down Laguna Street just below Micheltorena Street this week, I noticed that the street was all parked up. Where are all the cars going to park once the new 18 unit project there is completed? (this project is also under parked in my opinion although it too meets the City's minimum requirement). These 2 projects are within 2 city blocks of each other!

I think that all these dense building projects need to be looked at together not just individually. Their synergistic impact will be profound on the neighborhood. Together they will squeeze local neighborhoods out of parking and create more local traffic. I invite all the planners to come walk around and see what the current parking situation is.

Thank you for your consideration.

Jennifer Miller
706 East Victoria Street
Santa Barbara, CA 93103

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Subject: FW: Saint Francis Housing Project

From: Aaron Spechler [mailto:Aaron@bssmco.com]
Sent: Tuesday, July 27, 2004 7:06 PM
To: Grant, Jessica
Subject: Saint Francis Housing Project

Dear Ms. Grant,

I understand you are the appropriate person to email my support of Cottage Hospital's proposed Saint Francis project. I will not be able to attend the Thursday hearing. I suspect that my reasons for supporting the project are similar to those of others – the need for housing in general and for medical staff in particular (although similar assistance for firefighters, police, and other "first responders" etc is also urgently needed...)

I am not exactly a "neighbor" but I do live fairly close – near Olive and Victoria – I can presently see the hospital from my bungalow's front yard. Also, I happen to be on the Board of a small hospital in Santa Barbara, so I know how very difficult it is to keep hospitals operating in California much less Santa Barbara and that retaining nurses and other hospital workers is very expensive – if you can even find them. So that is a little of the special perspective I bring to this issue. As far as I can see, Cottage has gone way beyond the call of duty to try to make this project happen – from lots of perspectives – money, resources, possible bad public relations, etc etc...so they deserve a lot of support and I suspect that most of the public – even those living closer to the project, if they have followed the process, support Cottage. I did attend several of the meetings at St Francis and one at City Hall. From my viewpoint, objections raised to the project were answered satisfactorily...unless one could only be satisfied if the site were made into a park or the Hospital were reopened...and that is not realistic. And any less density would require even more subsidy from Cottage and they have to rebuild their hospital site...

Anyway, that is my thinking and it may not really address the concerns you must balance, but I thought I would send it you anyway. If you can forward this email to council members, I would appreciate it, as I do not have their email addresses handy.

Yours truly,

Aaron Spechler

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PC SECRETARY

Attn:
Jessica Grant, Associate Planner
City of Santa Barbara - Planning Division
630 Garden Street
Santa Barbara, CA 93102

Re: EIR – 601 Micheltorena Street

Members of the Santa Barbara City Planning Commission,

My name is Michael Steady and I live on the 300 block of East Arrellaga Street. I am writing to express my concern about the planned demolition of the former St. Francis hospital and the potential for the release of hazardous material into the adjacent neighborhoods.

According to the Planning Division Staff Report, there is just such a potential and has qualified it by stating that it could have a 'significant impact' to these neighborhoods including the release of asbestos, PCBs, lead from older paints and plumbing, mercury from old lighting fixtures, and heavy metals from in and around the soil.

The Initial Study/Environmental Checklist prepared by the same staff cited the 'risk of accidental explosion or release of hazardous substances (including but not limited to oil, pesticides, chemicals or radiation).

I am quite alarmed to read this (but not surprised) and hope and trust you will do your duty to keep the neighborhood communities out of harm's way.

I also read in the Initial Study/Environmental Checklist that a more comprehensive assessment would be required to determine exactly the type and amount of hazardous materials present to better specify measures to be taken to manage material handling and exposure and proper disposal. I completely agree and look forward to reviewing this next level of assessment.

Of course, this begs the question, how does one keep asbestos, or other toxic or carcinogenic dusts from becoming air born during a demolition of this magnitude?

Containment has to be the key.

With the size of the demolition to be undertaken and the proximity to neighborhoods with small children, I ask that you demand of Cottage the constant monitoring of particulates released into the air during demolition. My five-month-old baby would want nothing less.

The irony of a health care institution endangering the health of even a single neighbor is not lost on this one. This brings to mind the creed of the medical profession, 'First, do no harm'.

I would like to suggest further that you oblige Cottage to do the demolition work during the winter months when doors and windows in the neighborhoods will be shut.

I would also like to see Cottage apprise the neighbors of the dates of demolition well in advance so that those who can and wish to can vacate temporarily.

Thank you for your time and consideration in this matter.

Sincerely,

Michael Steady
322 East Arrellaga Street
Santa Barbara, CA 93101
805.963.1045

DISTRIBUTED TO: DATE: 7/20/04
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JUL 19 2004
CITY OF SANTA BARBARA
PLANNING DIVISION

Cheri & John McKinney

610 E. Victoria Street ■ Santa Barbara ■ California 93103
(805) 963-7037 ■ Fax (805) 564-7793 ■ cheri@thetrailmaster.com

July 19, 2004

COPY

Ms. Jessica Grant
Associate Planner
City of Santa Barbara Planning Division
Post Office Box 1990
Santa Barbara, CA 93102-1990

Re: Scope of EIR for Santa Barbara Cottage Hospital Foundation Workforce Housing Project

Dear Ms. Grant:

We are writing to request that a complete Environmental Impact Report be prepared for consideration of the project proposed at 601 E. Micheltorena Street, known as the "Santa Barbara Cottage Hospital Foundation Workforce Housing Project." Substantial evidence exists that this project will pose significant environmental impacts to the neighborhood and that it will significantly degrade the quality of life of the individuals who live there.

Even the simplest review of the information regarding this project reveals a fair argument based on substantial evidence that significant impacts may occur and they require a thorough and comprehensive Environmental Impact Report.

As an interested party (since 1993, we have lived at the corner of Victoria and Salsipuedes, three blocks from the site), we have many concerns that we believe must be addressed in the Environmental Scoping process, leading to the inevitable conclusion that the City should require the preparation of an Environmental Impact Report. Specifically, they include:

1. The baseline used to determine traffic, air quality and noise impacts. It is our understanding, according to CEQA Guidelines 15125, subd. (a), that "a draft EIR must include a description of the physical environmental conditions in the vicinity of the project as they exist at the time…the environmental analysis is commenced." Of course, what we're dealing with now is a closed-down hospital with virtually no traffic. It is inappropriate to use the proposed trips that *may have occurred* if an approved medical building had been built. CEQA does not permit use of a non-existent, hypothetical baseline environmental setting based on a project that was never built. The traffic and other impacts of the medical building never occurred, and thus it is inappropriate under CEQA to use this baseline. As a result of using the incorrect CEQA baseline, the predicted traffic impacts of the project are substantially underestimated.

2. The socio-economic impacts of this project must be considered within the context of an EIR. CEQA Guidelines Section 15064(e) requires the City to consider the physical environmental changes resulting from socio-economic impacts, if any, in an EIR. As a result of this proposed project, and its impacts of traffic, circulation, and density out-of-keeping with the nearby neighborhood, the destabilization of the surrounding neighborhood has already occurred. Such destabilization will continue as residents contemplate and act in response to the negative impacts posed by enormously increased traffic, parking problems, circulation and degradation of the neighborhood character, leading to a reduced quality of life for all who live within the neighborhood. A significant number of homes along Micheltorena Street and beyond have already been placed on the market, and continued concerns about the additional stresses placed on this established neighborhood by the proposed project are forcing more neighbors to consider leaving their homes. The burdens placed on this neighborhood are inappropriately large, due to the size and scope of this project. The high turnover caused by the proposed project is a socio-economic impact that results in indirect physical environmental impacts; sold homes are often torn down and replaced by larger homes which degrade views, impair traffic and result in other environmental impacts.

3. The EIR must Analyze Cumulative Impacts. The workforce housing project on Micheltorena and the reconstruction of Cottage Hospital must be considered linked and part of the same project because they are components of the same undertaking by Cottage. In addition, impacts of one are related to the other. In the area of parking, for example, it is obvious that parking places are being constructed for *the same vehicles* in neighborhoods that are less than a two-mile walk apart from each other, yet there is as of now, no incentive offered for Cottage Hospital employees who choose to maintain a car-free lifestyle.

4. Mitigation of Significant Traffic Impacts. We expect a comprehensive traffic analysis in the EIR that includes extensive mitigation efforts that go far beyond the mere promise of a shuttle service. While shuttles may help reduce traffic somewhat, employee trip reduction programs are legally unenforceable. A *shuttle system or trip reduction program is legally unenforceable pursuant to SB#437.* It is thus not legally enforceable as a mitigation measure pursuant to CEQA Guidelines Section 15126.4(a) (2). Therefore, if the project is approved, the City must require enforceable traffic mitigation measures in addition to shuttles, and/or feasible project alternatives that reduce the 1, 023 average daily trips and enormous traffic impacts this project will bring to the neighborhood.

5. County Bowl as part of Existing Environmental Setting. As the applicant admitted during a public meeting on Tuesday, July 13, its development team had not even considered traffic and parking impacts to this neighborhood generated by attendees of County Bowl performances. As every resident of this neighborhood is well-aware, during the ever-increasing schedule of performances at the County Bowl, there is already no street parking to be found—all the way up to the St. Francis site. Unlike the City's proposed CEQA baseline, this existing constrained situation is part of the existing physical environmental baseline. As a result, the EIR must analyze impacts in light of this, and should conclude that any increase in parking demand and traffic during performances will result in significant impacts.

6. Piecemealing. The City recently approved a lot split involving this property. That lot split is linked to this property; it facilitates this project. Development of the resulting lot will cause impacts relating to views, noise and traffic. The impacts of the lot split should have been analyzed in the context of the EIR for the Santa Barbara Cottage Hospital Foundation Workforce Housing Project. Since it was considered previously in a piecemeal fashion, the City should re-analyze the effects of the lot split, including development of the remainder parcel, in this Draft EIR, either as part of the project, or, at a minimum, in a cumulative impact analysis.

7. Concerns about hazardous materials released during the demolition and construction period. We request a thorough, detailed analysis of the site prior to release of the Draft EIR, including soil samples, paint, insulation, carpets, and the like to determine the extent of hazardous materials and carcinogens that exist on the site. Additionally, we request a full evaluation of how those materials can best be contained to insure the short-and long-term health of neighborhood residents who will be exposed throughout a lengthy demolition and construction period. Because of the applicant's plan to provide even more extensive underground parking than before, we have even more concern about containment of particulate matter during the extensive excavation process. These issues should be thoroughly analyzed in the Draft EIR.

Feasible mitigation measures and alternatives that could avoid or lessen these impacts should be analyzed in sufficient detail to facilitate City approval without supplemental review. Specifically, an alternative that retains and reuses rather than demolishes the building should be analyzed at a project level of detail.

Air quality and health issues merit particular concern in this specific neighborhood because of the significant number of residents who are at home during the workday when the demolition and construction impacts will occur. They include the elderly, children at home with their caregivers and a large number of individuals who work at home-based businesses. Seniors and children are susceptible to numerous respiratory conditions caused or exacerbated by degraded air quality.

8. Alternatives

(A) Retain Existing Building The City should evaluate the feasibility of an alternative that retains the existing building in order to minimize the potentially significant impacts of demolitions (e.g. air quality, traffic, noise, hazardous materials). Alternative uses of the building are many, including, but not limited to, rental housing, retirement living, medical uses, a research institute, and the like.

(B) Reduced Project Size In order to accommodate the project's underlying objectives and mitigate impacts such as traffic, noise, air pollution and views, we propose that one way to mitigate these substantial environmental impacts is to reduce the number of units in this housing project from the proposed number of 115 units to 60 while still retaining the proposed mix of workforce and market-rate units (i.e. 70%: 30%).

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PC SECRETARY

1201 Alta Vista Rd. #210
Santa Barbara, CA 93103
July 29, 2004

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AUG 0 2 2004

CITY OF SANTA BARBARA
PLANNING DIVISION

Ms Jessica Grant, Associate Planner
City of Santa Barbara Planning Division
P.O. Box 1990
Santa Barbara, CA 93102-1990

Dear Ms Grant:

The purpose of this letter is to let you know of my strong support for the proposed project to build housing on the site of the former St Francis Hospital.

First let me say that, although an apartment dweller, I consider myself as much a "neighbor" of the proposed project as those who own their homes. I've lived in this same apartment for 15 years and do not expect to move in the foreseeable future. Admittedly, living at the foot of Alta Vista Road (at Anapamu) I'd be farther from the inconveniences that will unavoidably attend the tear-down and construction phases of the project. However, sound barriers, hosing-down (for dust abatement), as well as other reasonable measures can surely mitigate to a significant degree the annoyances that will happen. I also acknowledge that moving is easier for me in the unlikely event that unforeseen, unbearable things happen after this project; furthermore, I need not worry about possible decrease in property values. Frankly, it escapes me how replacing with residences a huge commercial business located in the middle of a residential neighborhood could reasonably be expected to adversely affect quality of life and/or property values that the NIMBYS so fear.

Having said all that, the main reason I'm for this project is that it probably represents the last (only?) opportunity for the City to provide a substantial amount of reasonably-priced housing for middle-class workers, given the essentially "built-out" condition here.

With all the talk by politicians about the housing "crisis" in Santa Barbara, it's beyond imagining that this project would be denied -- that is, if planners and politicians are actually serious about doing something meaningful to alleviate such crisis. The only other housing remedy of any significance that's come down the pike is the State-mandated requirement of allowing construction (and permitting of existing illegal) backyard "granny" flats. And, as expected, even this has come under fire from the NIMBYS. The so-called "inclusionary" provision that requires builders of multiple-unit projects to set-aside "X" number of "affordable" units is nothing more than a sham that presumably affords political cover for those who have no intention of addressing the problem in any meaningful way. The "inclusionary" moniker for this policy is simply a euphemism for extortion. I was highly amused by the letter in the News-Press (July 29) from Mr. Robert Pearson. In it he claims that the policy results only in extorting (my word) from the developers; he offers absolutely no proof of this.

Frankly, I doubt he can offer such proof. In a housing market where bidding wars occur over tear-down, 30's-era cottages that ultimately sell for a million dollars, and run-of-the-mill condos go for more than $700,000, where pray tell is the incentive for developers to "eat" the extorted money instead of just passing it on to the market-rate buyers. Moreover, beside its unfairness aspect, this inclusionary policy cannot possibly provide any significant dent in the available housing compared with what would result from the St Francis project; anyone who thinks otherwise is either dreaming, stupid, or a liar.

My last word on this is: If the City Council rejects the St Francis site housing project (even with additional reasonable concessions to minimize/eliminate valid adverse effects on the neighborhood), the Council members can just quit talking about lack of affordable housing in this town. Anyone with a shred of common sense (AND ABSENCE OF NIMBYISM), will shrug off further rhetoric on the subject as simply the usual political baloney.

Very truly yours,

Glenn A. Winter

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PC SECRETARY

July 28, 2004

Honorable Members of the Planning Commission
City of Santa Barbara
C/o Ms. Jessica Grant
P.O. Box 1990
Santa Barbara, CA 93102-1990

Re.: Cottage Health System Proposal for St. Francis Site
Case Number: MST2003-00827

Honorable Members of the Planning Commission:

The environmental review of the housing proposed by Cottage Health System at the former St. Francis Hospital site should identify and assess all potential project impacts to the neighborhood and community. The large size and high density of the proposal sets a precedent for the Upper Eastside neighborhood. It is for reasons stated in this letter that I, a neighbor, have serious concerns about the project.

Cottage initially proposed up to 181 housing units on 7.4 acres and then modified the plan for 141 units on 6 acres. The current plan is for 116 units on 6 acres. The design of the project has changed significantly in the course of the last year, from reusing the existing parking structures by building units over them (which I thought made good design sense), to the current plan that demolishes the existing buildings consisting of over 185,000 square feet floor area. The potential re-use of the hospital should be carefully studied. I recommend that a structural engineer's analysis, including lateral and gravity load calculations substantiate, whether or not, the (OSHPD approved) parking structures and other building elements can feasibly be upgraded and integrated into the design. Cottage has said that it would not be economical to adaptively reuse the hospital building complex by converting it into housing. As justification, the structural analysis should be included in the environmental review.

The key reason for the review process is environmental protection. Basic policies for environmental protection are set forth in the California Environmental Quality Act of 1970 (CEQA). CEQA provides that the state should "take all action necessary to provide the people of this state with clean air and water, enjoyment of natural, scenic, and historical environmental qualities...and preserve for future generations representations of all plant and animal communities and examples of the major periods of California

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PC SECRETARY

1201 Alta Vista Rd. #210
Santa Barbara, CA 93103
July 29, 2004

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AUG 02 2004

CITY OF SANTA BARBARA
PLANNING DIVISION

Ms Jessica Grant, Associate Planner
City of Santa Barbara Planning Division
P.O. Box 1990
Santa Barbara, CA 93102-1990

Dear Ms Grant:

The purpose of this letter is to let you know of my strong support for the proposed project to build housing on the site of the former St Francis Hospital.

First let me say that, although an apartment dweller, I consider myself as much a "neighbor" of the proposed project as those who own their homes. I've lived in this same apartment for 15 years and do not expect to move in the foreseeable future. Admittedly, living at the foot of Alta Vista Road (at Anapamu) I'd be farther from the inconveniences that will unavoidably attend the tear-down and construction phases of the project. However, sound barriers, hosing-down (for dust abatement), as well as other reasonable measures can surely mitigate to a significant degree the annoyances that will happen. I also acknowledge that moving is easier for me in the unlikely event that unforeseen, unbearable things happen after this project; furthermore, I need not worry about possible decrease in property values. Frankly, it escapes me how replacing with residences a huge commercial business located in the middle of a residential neighborhood could reasonably be expected to adversely affect quality of life and/or property values that the NIMBYS so fear.

Having said all that, the main reason I'm for this project is that it probably represents the last (only?) opportunity for the City to provide a substantial amount of reasonably-priced housing for middle-class workers, given the essentially "built-out" condition here.

With all the talk by politicians about the housing "crisis" in Santa Barbara, it's beyond imagining that this project would be denied -- that is, if planners and politicians are actually serious about doing something meaningful to alleviate such crisis. The only other housing remedy of any significance that's come down the pike is the State-mandated requirement of allowing construction (and permitting of existing illegal) backyard "granny" flats. And, as expected, even this has come under fire from the NIMBYS. The so-called "inclusionary" provision that requires builders of multiple-unit projects to set-aside "X" number of "affordable" units is nothing more than a sham that presumably affords political cover for those who have no intention of addressing the problem in any meaningful way. The "inclusionary" moniker for this policy is simply a euphemism for extortion. I was highly amused by the letter in the News-Press (July 29) from Mr. Robert Pearson. In it he claims that the policy results only in extorting (my word) from the developers; he offers absolutely no proof of this.

history." It provides further that loss of resources be avoided or mitigated. Below I have listed what I believe are the significant resources that will be impacted by the project.

Traffic and Parking

Cottage Health System argues that there will be less traffic after project construction than before St. Francis Hospital was closed in 2003. In 2002 St. Francis Hospital had an average daily census of only 40 patients. I would think that 116 units of new housing should contain more occupants (with cars) than the former use (inclusive of hospital staff). Therefore, I believe that the project may create more traffic than we experience now or even did two years ago. Increased traffic increases the neighbors' concerns for pedestrian safety and air quality.

Average daily trips at A.M. and P.M. rates are likely to be out-of-balance with the existing trip situation. This is because Cottage Hospital employee/residents will be working A.M. and P.M. shifts. It is my belief that the greater majority of existing employed neighborhood residents are on a "9 to 5" workday.

As a mitigation measure, the idea of a shuttle bus seems well intended. But how will it provide remedy for the problems created by motor vehicle trips to other than job related activities, or trips by non-cottage employee residents, or by visitors? If shuttle service is a condition of the project, proper enforcement, maintenance and monitoring of it present additional problems.

In our neighborhood it is already difficult, at times, to find vacant street parking space. Many of the existing condominiums and apartments exacerbate the problem because, like many of the single-family properties, their garages are used for purposes other than motor vehicle storage.

The periodic events held at the nearby Santa Barbara County Bowl and High School should be factored into the offsite parking analysis. Event-goers generate roving traffic and consistently fill all available street parking from Anapamu St. up Alta Vista Rd. to Micheltorena St. and along the 600 block of Sola St.

The traffic analysis/parking demand analysis needs to show how the project can be made consistent with the City's Circulation Element.

Construction Activities

Negative environmental impacts would include increased air pollution due to construction equipment exhaust emissions and dust. There would be added noise, greater demand on existing utilities and increased wear to public pavements. Traffic safety in the neighborhood would be compromised due to increased heavy equipment at already unsafe street intersections.

The extent of impacts will be tied directly to the amount of demolition that the project will generate and the length of its construction time. These items should be addressed, in detail, in environmental review.

The neighborhood is already experiencing large negative impacts due to the CPH Laguna Court Project. These include increased traffic congestion, unsafe conditions for pedestrians and inconveniences related to street closures and continuing sidewalk closures by the construction. How will these types of impacts be mitigated in the subject proposal that will be at least six times the size of the Laguna Court?

Visual Resources

The St. Francis site's current larger landscaped open spaces would be chopped into smaller bits by the numerous clusters of work-force housing units. This may result in less actual open space.

Mountain, city and ocean views would be permanently changed. Cottage has stated in public meetings that "not everyone is going to be able to keep their ocean view." The elimination of mature trees would also affect views.

The surrounding residential neighborhood's established architectural rhythm, consisting primarily of single-family historic craftsman bungalows, historic mission revival cottages and Victorians would be also compromised if clustered units are to be built by customary methods. The sheer density would render the development incompatible with: 1) existing open space patterns (for instance relatively large front and side yards, not elevated decks); 2) the distribution of driveways (for example, narrow driveways down the side of lots to typical detached garages) and 3) pedestrian routes (that is, public sidewalks with landscaped medians). The existing developed land pattern is consistent, however there is no lack of architectural individuality in our neighborhood. How will the project's negative impact to the scenic quality of neighborhood identity be mitigated?

Historical Resources

The older portion of the St. Francis Hospital dates to just after the 1925 earthquake. CEQA policies, stimulated by the National Environmental Policy Act (NEPA), specify criteria for the quality of historical significance. Historical significance at the St. Francis site should be carefully reviewed with regard to CEQA and NEPA criteria.

The neighborhood adjacent to the project, known as Bungalow Haven, is currently being considered for protection under the Demolition Review Ordinance and Other Historic District Regulations. The St. Francis project should be reviewed relative to the Bungalow Haven proposal now before the City.

Very Truly Yours,

Steve Dowty, A.I.A.
632 East Sola St.
Santa Barbara, CA 93103

FWD to: Jessica

mchugh / sprague
Pacific Haven
34200 S. Highway One #130
Gualala, California 95445-0130
t 707 884 4400 f 707 884 4848

City of Santa Barbara
Building & Safety Division
AUG 03 2004
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28 July 2004

Mr. Ron Biscaro, VP for Housing
Cottage Health System
POB 689
Santa Barbara, CA 93102-0689

Re: Affordable housing on St. Francis Hospital site.

Dear Mr. Biscaro:

As adjacent property owners, we have followed with interest your organization's plan to construct "affordable housing" for your employees. This issue is critical for nearly all communities, including ours, where most employee recruitment and retention is nearly impossible, primarily due to housing cost. Any attempt to truly solve this dilemma is commendable.

Having also seriously considered this challenge, we are curious how this can be accomplished in the current housing marketplace. With land cost, construction cost, property taxes, fees, commissions, insurance rates, market escalation, and lack of government or philanthropic subsidy, all beyond a developer's control, how does Cottage Health System expect to accomplish these wishes? What examples of economic success with this problem in California can you specifically cite?

You also state that you would sell the units to employees. Any resale, other than perhaps back to Cottage Health System or another controlling entity, would immediately go to the market price, which would appear to negate the longer term intent of your proposed program.

It seems only a subsidized unit lease arrangement, perhaps backed by a foundation or some other non-profit or philanthropic entity, would allow below market costs to be offered or to continue.

Without some intelligent and clearly stated plan to guarantee maintaining "affordable" housing, we find it difficult to consider your announced plans remotely achievable.

Perhaps a thorough marketing program and an honest community relations effort should be developed and succinctly presented. The usual architect's and developer's pitch used to date seems inappropriate and outdated.

We would appreciate learning more of the possible economic basis for this proposal.

Sincerely,

Gary Sprague

Michelle McHugh

Cc: Community Development Department,
Mayor's office

The Reduced Size Alternative merits full consideration under CEQA Guidelines Section 15126.6(a). The project would still provide a significant number of housing units, meeting most of the underlying project objectives. Given the project economics, including sales price, carrying costs, permit processing and environmental review costs, and development costs, a 60-unit alternative appears feasible. Finally, it would substantially reduce the environmental impacts in terms of traffic, parking, air quality general congestion, and aesthetics.

9. An EIR is required pursuant to CEQA. This project requires an EIR. Under CEQA, a lead agency shall prepare an EIR when a fair argument can be made, based on substantial evidence in the record as a whole, that a project MAY have a significant effect on the environment, even if other evidence suggests the project will not have a significant effect. (CEQA Guidelines Section 15164) This fair argument standard is a low standard for requiring an EIR because CEQA requires the application of caution by a lead agency when a project MIGHT have a significant impact. The proposed project—the most massive building demolition and reconstruction project proposed in Santa Barbara since the 1925 earthquake—poses a complex set of environmental impacts that warrant consideration in an EIR. The City's NOP is for an EIR—not a Negative Declaration—and it identifies a range of potentially significant impacts. The NOP itself suggests the potential for an array of significant impacts, and thus supports the need for preparation of an EIR.

The project involves creating a neighborhood right in the middle of a neighborhood, one significantly inhabited by at-risk populations of children and the elderly, and dealing with hazardous substances and known carcinogens. The short-and long-term effects of the demolition of a huge building, the construction of a massive new neighborhood and the introduction of a major new traffic pattern must be carefully analyzed. Alternatives must be considered as potentially viable ways to reduce these impacts. If only a Negative Declaration is required, this decision will not only violate CEQA, it would eliminate consideration of any project alternatives and would thus take away valid options for the City to reduce the environmental impacts to the public.

Interested parties have testified repeatedly before the planning commission, at City Council and at four neighborhood meetings conducted by Cottage Health Systems. City Staff, the project's promoters, and residents alike have heard time and again about the concerns about this project's environmental impacts. It is now time for the City to require that the objections posed in public testimony and expressed in this letter be fully and completely addressed.

If ever a project required a comprehensive Environmental Impact Report (that includes a comprehensive general plan consistency analysis with all applicable policies) this is the one.

Sincerely,

Cheri Rae and John McKinney

Cc: Planning Commission Members; Mayor Marty Blum and City Council Members; Allied Neighborhood Association; Bungalow Haven Neighborhood Association; Riviera Neighborhood Association; Citizens Planning Association

Appendix C

Santa Barbara Cottage Hospital Foundation
Workforce Housing Project

Mitigation Monitoring and Reporting Plan

COTTAGE HOSPITAL FOUNDATION HOUSING PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

PURPOSE

The purpose of the Cottage Hospital Foundation Housing Project Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all mitigation measures identified the EIR and Initial Study to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project. The implementation of this MMRP shall be accomplished by City staff and the project developer's consultants and representatives. The program shall apply to the following phases of the project:

- Plan and specification preparation
- Pre-construction conference
- Construction of the site improvements
- Post Construction

I. RESPONSIBILITIES AND DUTIES

A qualified representative of the developer, approved by the City Planning Division and paid for by the developer, shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of this mitigation monitoring and reporting program to the City. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in this program.

It is the responsibility of the contractor to comply with all mitigation measures listed in the attached MMRP matrix. Any problems or concerns between monitors and construction personnel shall be addressed by the PEC and the contractor. The contractor shall prepare a construction schedule subject to the review and approval of the PEC. The contractor shall inform the PEC of any major revisions to the construction schedule at least 48 hours in advance. The PEC and contractor shall meet on a weekly basis in order to assess compliance and review future construction activities.

A. PRE-CONSTRUCTION BRIEFING

The PEC shall prepare a pre-construction project briefing report. The report shall include a list of all mitigation measures and a plot plan delineating all sensitive areas to be avoided. This report shall be provided to all construction personnel.

The pre-construction briefing shall be conducted by the PEC. The briefing shall be attended by the PEC, construction manager, necessary consultants, Planning Division Case Planner, Public Works representative and all contractors and subcontractors associated with the project. Multiple pre-construction briefings shall be conducted as the work progresses and a change in contractor occurs.

The MMRP shall be presented to those in attendance. The briefing presentation shall include project background, the purpose of the MMRP, duties and responsibilities of each participant, communication procedures, monitoring criteria, compliance criteria, filling out of reports, and duties and responsibilities of the PEC and project consultants.

d. Any technical reports required, such as noise measurements.

e. A list of all project mitigation monitors.

C. MMRP MATRIX

The following MMRP Matrix describes each initial study mitigation measure, monitoring activities and the responsibilities of the various parties, along with the timing and frequency of monitoring and reporting activities. For complete language of each condition, the matrix should be used in conjunction with the mitigation measures described in full in the Initial Study.

The MMRP Matrix is intended for used by all parties involved in monitoring the project mitigation measures, as well as project contractors and others working in the field. The Matrix should be used as a compliance checklist to aid in compliance verification and monitoring requirements. A copy of the MMRP matrix shall be kept in the project file as verification that compliance with all mitigation measures has occurred.

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
AQ-1a	**Site Watering.** Areas of the project site subject to clearing, grading, earth moving or excavation shall be kept sufficiently moist, through the use of either water trucks or sprinkler systems, to prevent dust from leaving the site. Water trucks or sprinkler systems shall also be used to keep on-site roads (paved and unpaved) damp enough to prevent dust from the leaving the project site. At a minimum, this shall include wetting down disturbed areas in the late morning and after work is completed for the day. At the end of the day, areas with disturbed soil shall be sufficiently moistened to create a crust. Increased watering frequency shall be required whenever necessary to prevent visible dust emissions from leaving the project site. Disturbed areas must also be kept moist during weekends and days when no construction activities are occurring.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout the workday during project development	At building plan check & throughout all development activities	Report weekly during project development.	Planning Division & Building and Safety	
AQ-1b	**Reclaimed Water Use.** Reclaimed water shall be used for dust control if the Public Works Director determines that it is reasonably available.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Determine rec. water availability prior to start of demolition activities/ use throughout all project development activities	Prior to demolition plan approval & throughout all project development activities	Prior to demolition plan approval	Planning Division & Public Works	
AQ-1c	**Stockpiled Material**. Stockpiles of soil and demolition material shall be located as far from the perimeter of the projects site as possible. Stockpiles shall be kept covered, moist, or treated with soil binders to prevent dust emissions from leaving the project site.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Daily	Throughout all project development activities	Report weekly during project development.	Planning Division & Building and Safety	
AQ-1d	**On-Site Vehicle Speed Control.** On-site vehicle speeds shall be limited to 15 miles per hour or less.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Daily	Throughout all project development activities	Report weekly during project development.	Planning Division & Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
AQ-1e	**Dust Emissions From Loading.** Stockpiled soil and demolition material shall be sprayed with water prior to and during loading into transport vehicles or containers. The amount of water applied shall be sufficient to prevent visible dust emissions from leaving the project site.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Daily	Throughout all project development activities	Report weekly during project development.	Planning Division & Building and Safety	
AQ-1f	**Covered Truck Loads.** Trucks transporting soil, demolition material or other material capable of resulting in fugitive dust emissions shall be tarped or covered while traveling to or from the project site.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Daily	Throughout all project development activities	Report weekly during project development	Planning Division & Building and Safety	
AQ-1g	**Gravel Pads.** Gravel pads or similar devices shall be installed at all vehicle access points to minimize tracking of dirt or mud onto public roads.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Daily	At grading and building plan check & throughout all project development activities	Report monthly during project development	Planning Division & Building and Safety	
AQ-1h	**Street Sweeping.** Arrellaga, Micheltorena, Salsipuedes and California Streets shall be inspected daily throughout the 67-week project development period to determine if there are project-related accumulations of mud, dirt or silt on the roads. Affected road segments shall be cleaned of such mud, dirt or silt by the use of a street sweeper or watering truck.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Daily	Throughout all project development activities	Report weekly during project development.	Planning Division & Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
AQ-1i	**Wind Erosion Control.** After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind erosion of soil. This may be accomplished by: 1. Seeding and watering until grass cover is grown; 2. Spreading soil binders; 3. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind; 4. Other methods approved in advance by the Air Pollution Control District.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	As required after completion of ground disturbing activities in each project site development area	Weekly after completion of ground disturbing activities in each project site development area	Report weekly after the completion of ground disturbing activities in each development area	Planning Division & Building and Safety	
AQ-1j	**Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible to minimize areas exposed to wind erosion. Additionally, building pads shall be installed as soon as possible after grading unless seeding or soil binders are used.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	As required after completion of ground disturbing activities in each project site development area	As required after completion of ground disturbing activities in each project site development area	Report submitted after completion of ground disturbing activities in each project site development area	Planning Division & Building and Safety	
AQ-1k	**Construction Site Monitor**. Construction contractors shall designate a monitor for the dust control program. The monitor's work schedule shall include holiday and weekend periods when work at the project site may not be in progress. The name and telephone number of such persons shall be provided to the Santa Barbara County APCD prior to the issuance of a grading permit.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Daily	Daily	Report weekly during project development.	Planning Division & Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
AQ-1l	**Construction Dust Complaints.** The site development contractor shall provide a phone line that can be used by project area residence to register dust-related complaints at the project site. The phone line shall be answered between the hours of 8 a.m. and 5 p.m., and recorded by an answering machine at other times. The phone number and an explanation of what the phone number is for shall be posted at construction site entrances located on Arrellaga, Salsipuedes, Micheltorena and California Streets. The phone number of the Santa Barbara APCD shall also be posted. The contractor shall be responsible for implementing feasible dust control measures in a timely manner in response to complaints that are received. A log shall be kept at the project site to document complaints that are received and actions implemented in response to individual complaints.	Applicant/ Contractor	PEC	Ensure requirement is implemented and adequate follow-up actions are enacted	Prior to start of demolition activities/ throughout all project development activities	Daily after the start of demolition and ground disturbing activities at the project site	Report weekly during project development.	Planning Division & Building and Safety	
AQ-1m	**Requirements Provided Plans.** All required dust control measures shall be shown on project grading and building plans.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Prior to approval of grading and building plans	Prior to approval of grading and building plans	Once	Planning Division/ Building and Safety	
AQ-2a	**Diesel Engines.** Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Once prior to start of each project development phase	Once prior to start of each project development phase	Planning Division/ Building and Safety	
AQ-2b	**Engine Size.** The engine size of construction equipment shall be the minimum practical size.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Once prior to start of each project development phase	Once prior to start of each project development phase	Planning Division/ Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
AQ-2c	**Equipment Use Management.** The number of pieces of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Once prior to start of each project development phase	Once prior to start of each project development phase	Planning Division/ Building and Safety	
AQ-2d	**Equipment Maintenance**. Construction equipment shall be properly maintained per the manufacturer's specifications.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Once prior to start of each project development phase	Once prior to start of each project development phase	Planning Division & Building and Safety.	
AQ-2e	**Engine Timing.** Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Once prior to start of each project development phase	Once prior to start of each project development phase	Planning Division & Building and Safety	
AQ-2f	**Catalytic Converters**. Catalytic converters shall be installed on gasoline-powered equipment.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Once prior to start of each project development phase	Once prior to start of each project development phase	Planning Division & Building and Safety	
AQ-2g	**Diesel Emission Reduction**. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by the EPA or California shall be installed, if available.	Applicant/ Contractor	PEC	Submit to City steps taken to comply. For equipment not feasible to install emission control equipment, describe alternative measures to minimize emissions from project site.	Throughout all project development activities	Once prior to start of each project development phase	Once prior to start of each project development phase	Planning Division & Building and Safety	
AQ-2h	**Diesel Equipment Replacement**. Diesel powered equipment shall be replaced by electric equipment whenever feasible.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Once prior to start of each project development phase	Once prior to start of each project development phase	Planning Division	
AQ-2i	**Minimize Employee Trips.** Construction worker trips shall be minimized by requiring carpooling and by providing for lunch opportunities on-site.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Report monthly during project development	Planning Division & Building and Safety.	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
AQ-2j	**Low VOC Coatings**. Low volatile organic compound (VOC) architectural coatings shall be used whenever feasible.	Applicant/ Contractor	PEC	Ensure requirement is shown on building plans and implemented at the project site. Submit to City justification why not feasible to use low VOC coatings.	Prior to approval of building plans	Intermittent inspections during building construction	Report monthly during building construction	Planning Division & Building and Safety	
AQ-2k	**Low Sulfur Fuel.** All diesel-powered equipment shall use ultra-low sulfur diesel fuel.	Applicant/ Contractor	PEC	Retain and fuel receipts for inspection.	Throughout all project development activities	Throughout all project development activities	As requested by City.	Planning Division & Building and Safety	
AQ-2l	**Bio-Diesel Fuels.** If feasible, diesel-powered construction equipment used on the project site shall be fueled using bio-diesel fuels.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site Submit to City justification why not feasible to use bio- fuel.	Throughout all project development activities	Throughout all project development activities	Report monthly during project development	Planning Division & Building and Safety.	
B-1	**Tree Inventory**. A further inventory of existing specimen trees on the project site shall be performed by a qualified arborist, noting health of the trees and suitability for transplanting. Based on the arborist recommendations, as reviewed by the City Arborist, the City shall make a final determination regarding which trees can be feasibly transplanted.	Applicant/ Contractor	PEC City Arborist	Ensure that required inventory is prepared Reivew inventory and recomendations for adequacy	Submit inventory prior to issuance of demolition permit Relocate identified trees prior to start of demolition activities.	Once prior to demolition permit approval Field check compliance once prior to demolition	Once prior to demolition permit approval Field check compliance once prior to demolition	Planning Division & Building and Safety	
B-2	**Tree Protection and Replacement Plan.** The applicant shall submit a tree protection and replacement plan with project landscape plans for City approval. The plan shall identify trees to be preserved, measures to be taken during grading and construction to protect trees, measures for replacement of trees in the Tree Protection and Replacement Plan. The applicant shall submit a tree protection and replacement plan with project landscape plans for City approval. The plan shall identify trees to	Applicant/ Contractor	PEC City Arborist	Ensure plan is prepared and submitted for approval Review Plan for adequacy	Submit plan prior to issuance of demolition permit Approve plan prior to issuance of demolition	Approve plan prior to issuance of demolition permit Approve plan prior to issuance of	Prior to approval of demolition permit Once prior to issuance of demolition	City Arborist City Arborist	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
	be preserved, measures to be taken during grading and construction to protect trees, measures for replacement of trees in the event of inadvertent damage or loss, and irrigation and maintenance plans. Trees shall be maintained for the life of the project. Tree protection plans shall incorporate the following measures				permit	demolition permit	permit		
	• Tree Protection Fencing. Prior to grading, temporary protective fencing (4 feet high) shall be installed three feet outside the dripline of all trees to be preserved. Trees in close proximity may be fenced as a group. All fencing shall be maintained during the entire construction period.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Prior to grading and throughout all project development activities	Weekly throughout all project development activities	Report monthly during project development	Planning Division	
	• Equipment and Materials Storage. Heavy equipment shall not be used or parked within three (3) feet of oak tree driplines, except where approved by a qualified arborist, and after protective fencing has been installed. Soil, rocks, or construction material shall not be stored or placed within the dripline of oak trees.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Report monthly during project development	Planning Division & Building and Safety	
	• Tree Replacement. Specimen trees slated for preservation that are inadvertently damaged (25% or more of root area) or lost due to construction processes shall be replaced prior to issuance of occupancy permits. Tree replacement shall be according to the following replacement ratios: Oak Trees – 10:1 (using 5-15 gallon saplings); other native trees and ornamental species at 3:1 with replacement trees at no less than ¼ the diameter of the existing tree). The applicant shall submit an annual report on establishment and success of replacement trees.	Applicant/ Contractor	PEC	Inspect project site to check for damage	Throughout all project development activities	Throughout all project development activities	Report monthly during project development	Planning Division & Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
C-1a	**Archaeological Monitoring Contract**. The Owner/ Applicant shall contract with a qualified archaeologist from the City-approved archaeologist to conduct to monitor all ground disturbing activities. The contract shall establish a schedule for monitoring and provide for consultation as needed with a qualified Native American representative as a sub-consultant to the archaeologist, and evaluation and mitigation procedures per City MEA in the event resources are discovered, and a report to the City Environmental Analyst on the findings of the monitoring. Contract(s) shall be subject to the review and approval of the Environmental Analyst.	Applicant/ Contractor	PEC and approved archaeologist	Hire approved archaeologist Inspect project site during initial ground disturbing activities	During all initial ground disturbing activities	During all initial ground disturbing activities	As needed and upon completion of initial ground disturbing activities in each project site development area	Planning Division	
C-1b	**Archaeological Procedures.** A construction conference shall be held by the General Contractor at which archaeological procedures shall be reviewed. The conference shall include representatives from the Public Works Department, Building Division, Planning Division, the Property Owner and Contractor. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel, and required procedures for responding.	Applicant/ Contractor	PEC and approved archaeologist	Conduct required briefing meeting	Prior to start of ground disturbing activities	Once prior to start of ground disturbing activities	Once prior to start of ground disturbing activities	Planning Division	
C-1c	**Archaeological Monitoring.** A qualified archaeologist from the City-approved list shall monitor ground disturbing activities of the project development, including, but not limited to, grading, excavation, trenching, vegetation or paving removal and ground clearance.	Applicant/ Contractor	PEC and approved archaeologist	Hire approved archaeologist Inspect project site during initial ground disturbing activities	During all initial ground disturbing activities	During all initial ground disturbing activities	As needed and upon completion of initial ground disturbing activities in each project site development area	Planning Division	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
C-1d	**Archaeological Resource Discovery Procedures.** If cultural resources are encountered or suspected during project development, project work in the vicinity of the find shall be halted immediately and the City Environmental Analyst notified. The project archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, including but not limited to redirection of grading and/or excavation activities. If resources are potentially significant, a Phase 3 mitigation program (which may entail measures such as project redesign to avoid resources, documentation and capping of resources in place, or recovery) shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission and implemented. That portion of the Phase 3 program which requires work on-site shall be completed prior to continuing construction in the affected area. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbance in the area of the find. If human remains are discovered or suspected, the County Coroner shall be informed immediately and applicable State Health and Safety Code and Public Resources Code procedures shall be followed.	Applicant/ Contractor	PEC and approved archaeologist	Evaluate cultural resources for significance and make recommendation regarding resource disposition	Throughout all project development activities	As needed throughout all project development activities	As needed throughout all project development activities	Planning Division	
C-1e	**Archaeological Mitigation.** If resources were discovered in the course of construction and monitoring, any study and mitigation measures determined necessary to mitigate potential significant impacts to insignificant levels shall be completed.	Applicant/ Contractor	PEC and approved archaeologist	Develop adequate mitigation plan and submit to City for approval	Throughout all project development activities	As needed throughout all project development activities	As needed throughout all project development activities	Planning Division	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
C-1f	**Archaeological Monitoring Report.** A final report on the results of the archaeological monitoring shall be submitted to the Environmental Analyst within 180 days of completion of the monitoring and receive approval prior to the issuance of the Certificate of Occupancy (Final Inspection).	Applicant/ Contractor	PEC and Env. Analyst	Prepare and submit report Review report for adequacy	180 days after completion of monitoring Prior to project occupancy	180 days after completion of monitoring Prior to project occupancy	180 days after completion of monitoring Prior to project occupancy	Planning Division	
C-2a	**Historic Display.** A commemorative display for the education of the public on the history of the former St. Francis Hospital shall be integrated within the project's open space area located at the corner of Micheltorena and Salsipuedes Streets. All text for the display shall be written by a City qualified Historical Consultant and approved by the Historic Landmarks Commission. Additionally, at least one of the art pieces from the former St. Francis Hospital shall be incorporated on site.	Applicant/ Contractor	PEC	Submit draft display language and design to City for approval	Prior to issuance of a building permit	Prior to issuance of a building permit	Prior to issuance of a building permit	Planning Division	
C-8	**HLC Review.** Courtesy review of the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project shall be provided at the City Historic Landmarks Commission.	Applicant/ Contractor	PEC	Provide project plans for HLC review	Prior to issuance of a building permit	Prior to issuance of a building permit	Prior to issuance of a building permit	Planning Division	
G-1	**Earthwork, Foundation, and Structural Design.** The applicant shall implement all recommendations specified in the geology report prepared by URS (February 26, 2004). These recommendations include:	---	--	---	---	---	---	---	---
G-1a	Foundation and earthwork elements of the final design documents (i.e., plans, specifications, and cost estimate) should be based on a geotechnical investigation tailored to meet the specific requirements of this project. The investigation should include a sufficient number of borings or other subsurface explorations to allow evaluation of the geotechnical conditions in the area of proposed construction. The results of the investigation should be presented in a report prepared under the supervision of a qualified geotechnical engineer.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Prior to issuance of grading and/or building permits.	Field check as necessary	Field check as necessary	Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
G-1b	Due to the potential for groundwater seepage at higher elevations in the older alluvium, all below-grade earth-retaining walls should be designed to resist hydrostatic pressure and to prevent infiltration of water into interior building spaces.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Prior to issuance of grading and/or building permits.	Field check as necessary	Field check as necessary	Building and Safety	
G-1c	Seismic design of all proposed structures should be in accordance with 2001 California Building Code or the most recently adopted building code, unless more stringent standards are required by the City or recommended by the project structural engineer. Existing structures that will be incorporated into the proposed development should be re-evaluated for compliance with current seismic design requirements.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Prior to issuance of grading and/or building permits.	Field check as necessary	Field check as necessary	Building and Safety	
G-1d	All foundations should be supported on firm native soil or approved, properly compacted fill material. For planning purposes it should be assumed that all structural fill will be compacted to at least 95% relative compaction per ASTM D1557.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Prior to issuance of grading and/or building permits.	Field check as necessary	Field check as necessary	Building and Safety	
G-1e	Overexcavation will be required in areas where foundations or structural fill would otherwise be supported on existing unengineered fill or soft/loose native soil. The actual depth of overexcavation will depend on building locations, pad elevations, and foundation depths. However, for planning purposes, average overexcavation depths of five feet and two feet may be assumed in areas of unengineered fill or soft/loose native soil, respectively.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Prior to issuance of grading and/or building permits.	Field check as necessary	Field check as necessary	Building and Safety	
G-1f	Existing fill consisting of nonexpansive granular soil should be usable for structural fill if cleaned of deleterious material and properly recompacted.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Prior to issuance of grading and/or building permits.	Field check as necessary	Field check as necessary	Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
G-1g	All site grading activities related to structures or pavement, in addition to the compaction of all fill material, should be observed and tested by a representative of the geotechnical engineer of record for the project.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Prior to issuance of grading and/or building permits.	Field check as necessary	Field check as necessary	Building and Safety	
Haz-1a	**Building Demolition Hazardous Materials Management.** The applicant shall conduct a comprehensive survey of buildings to be demolished for hazardous materials, including but not limited to sampling and analytical testing of all suspect lead and asbestos-containing materials, and materials that may contain mercury and PCBs. A plan shall identify measures for materials handling to minimize exposure to workers, the public, or environment, and proper disposal/recycling recommendations. Certified removal contractor(s) shall prepare a work plan for the removal of all identified hazardous materials prior to the issuance of a demolition permit for City approval. The plan shall address the following hazardous material management elements: • Identification of suspect materials. • Survey and assessment of the existing buildings. • Scope of work development for hazardous material removal. • Hazardous material removal and disposal. • Quality control. • Post Remediation Sampling and Assessment.	Applicant/ Contractor	PEC	Conduct required survey and remove identified hazardous materials prior to issuance of a demolition permit	Prior to issuance of a demolition permit	Prior to issuance of a demolition permit	Prior to issuance of a demolition permit	Planning Division & Building and Safety	
Haz-1b	**Hazardous Material Removal Certification.** Prior to the issuance of a demolition permit for the Cottage Hospital Foundation Housing project, the project applicant/contractor shall provide to the Planning Department a certification indicating that surveys of the	Applicant/ Contractor	PEC	Provide required certification prior to issuance of a demolition permit	Prior to issuance of a demolition permit	Prior to issuance of a demolition permit	Prior to issuance of a demolition permit	Planning Division & Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
	buildings to be demolished have been conducted by appropriately licensed personnel to detect the presence of asbestos, lead based paint, mercury and PCBs. It shall also be certified that all identified asbestos, lead based paint, mercury and PCB materials have been removed from the project site in accordance with applicable local, state and federal regulations. The certification shall identify the contractor(s) that conducted the surveys and material removal work, the transporter that removed the materials from the site, and the recycling/disposal facilities that accepted the waste material.								
Haz-1c	**Potential Lead Based Paint Contamination.** If areas with concentration of lead paint or dust that exceed applicable threshold standards are identified in any on-site building, soil adjacent to the building(s) shall be tested for the presence of lead. The location and number of samples shall be determined by the Santa Barbara County Fire Department – Protection Services Division or other appropriate regulatory agency. If necessary, lead-related soil contamination shall be remediated to the satisfaction of the Protection Services Division prior to the issuance of a demolition permit for the proposed project.	Applicant/ Contractor	PEC	Review hazardous material survey results required by Mitigation Measure HAZ-1a. If necessary, contact Co. Fire Department to initiate soil contamination evaluation and remediation	Prior to issuance of a demolition permit	Prior to issuance of a demolition permit	Prior to issuance of a demolition permit	Planning Division & Building and Safety	
Haz-1d	**Hazardous Materials Safety**. Measures to protect workers and neighbors, contain exposure, provide for proper disposal, and remediate from any hazardous material contamination shall be implemented in accordance with State regulations.	Applicant/ Contractor	PEC	Implementation of required safety regulations	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Building and Safety	
H-2	**Soil Remediation.** Adherence to URS Remediation Work plan for Diesel Contaminated Soil dated April 20, 2004 as conditioned by direction and requirements provided by the County Fire Department, Protection Services Division, relating to remediation activities for the underground tanks	Applicant/ Contractor Co. Fire	PEC	Ensure approved remediation plan is implemented to the satisfaction of the Co. Fire Department prior to the issuance of a building	Complete required remediation prior to the issuance of a building permit	Prior to the issuance of a building permit	Prior to the issuance of a Building Permit	Planning Division & Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
	shall occur prior to new residential construction on the property. Additional Fire Department conditions include: a. Following removal of the USTs and appurtenant facilities, verification soil samples shall be collected, at a minimum, below the former UST locations (two samples/tank), below each dispenser, and below all pipeline joints and at any location where stained soil or petroleum odors are observed. The report containing the results of the remediation and verification work shall be submitted to the County Fire Department, Protection Services Division within 60 days after the completion of site work. b. Following removal of contaminated soil, a workplan shall be submitted to the County Fire Department, Protection Services Division for a minimum of one boring to be placed at the location of the formerly contaminated area to document that groundwater is greater than 50 feet below the contaminate soils. If water is encountered within 50 vertical feet of the former contamination, a workplan shall be submitted to County Fire with recommendations to determine the local groundwater gradient and to verify the absence of UST related groundwater contamination at the site. The workplan shall be submitted to County Fire no later than 30 days after completion of soil removal activities. c. UST removal permits shall be obtained from County Fire Department, Protection Services Division prior to initiation of site work. Notify County Fire at least 72 hours prior to any beginning site work.	Department		permit				Co. Fire Department	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
N-1a	**Construction Hours Limitations.** Noise generating construction activity shall be prohibited on Saturdays and Sundays, on holidays, and between the hours of 5 p.m. to 8 a.m. Holidays are defined as those days that are observed by the City of Santa Barbara as official holidays. No exceptions to this requirement will be allowed unless prior written approval is obtained from the City of Santa Barbara Building Official in accordance with Noise Ordinance procedures.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site Inform all construction contractors and post signs indicating requirement at along perimeter of project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Building and Safety	
N-1b	**Construction Notification to Neighbors.** At least twenty (20) days prior to commencement of demolition activities on the project site, the project applicant or contractor shall provide written notification of the project development schedule to property owners and residents within 450 feet of the project site. Surrounding area homeowners associations shall also be notified, and notices describing planned development activities shall be posted at the access locations to the project site. At minimum, all required notices shall provide a construction schedule, required noise conditions applied to the project, and the name and telephone number of the project's construction manager who can address questions and problems that may arise during construction. The applicant shall submit the proposed notice to the City for review and approval at least 10 days before distributing the notices.	Applicant/ Contractor	PEC.	Submit draft notice and mailing list to Planning Department for approval prior to notice distribution Provide evidence of mail distribution	20 days prior to start of demolition activities	20 days prior to start of demolition activities	20 days prior to start of demolition activities	Planning Division & Building and Safety	
N-1c	**Project Site Perimeter Barrier.** To minimize construction noise exposures resulting from prolonged demolition, grading and construction activities at the project site, a temporary solid fence or similar barrier constructed of material approved by the City shall be provided along the project site property line at the following locations when demolition, grading and exterior construction operations are occuring:	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Prior to the start of demolition activities	Planning Division & Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
	1. Micheltorena Street between California Street and Salsipuedes Street. 2. California Street between Micheltorena Street and the northernmost boundary between project Development Areas 1 and 4. 3. Arrellaga Street between Salsipuedes Street and the driveway onto the project site at the terminus of Arrellaga Street. The noise barrier shall be at least eight feet in height and requires the issuance of a building permit. All gates in the barrier shall be provided with approved sound blocking or absorbing material.								
N-1d	**Construction Equipment Mufflers and Shields.** All construction equipment used on the project site, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices. Sound control devices and techniques, such as noise shields and blankets, shall be employed as needed to reduce the level of noise to surrounding residents.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities		
N-1e	**Construction Staging Areas.** Only designated and approved construction equipment and material staging areas shall be used on the project site. All staging areas shall be located a minimum of 50 feet from the perimeter of the project site.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities		

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
N-1f	**Construction Noise and Vibration Complaints.** The site development contractor shall provide a phone line that can be used by project area residents to register noise and vibration complaints at the project site. The phone line shall be answered between the hours of 8 a.m and 5 p.m., and recorded by an answering machine at other times. The phone number and an explanation of what the phone number is for shall be posted at construction site entrances located on Arrellaga, Salsipuedes, Micheltorena and California Streets. The contractor shall be responsible for implementing feasible noise and vibration control measures in a timely manner in response to complaints that are received. A log shall be kept at the project site to document complaints that are received and actions implemented in response to individual complaints.	Applicant/ Contractor	PEC	Ensure requirement is implemented and adequate follow-up actions are enacted	Prior to start of demolition activities/ throughout all project development activities	Daily after the start of demolition and ground disturbing activities at the project site	Report weekly during project development.	Planning Division & Building and Safety	
N-1g	**Noise Complaint Remediation.** In response to verified complaints regarding excessive construction-related noise, the City may require the applicant/project developer to implement a noise monitoring program. The noise monitoring program shall be designed and conducted to ensure that feasible and appropriate noise reduction and control measures are identified and implemented so that construction-related noise levels at sensitive receptors (residences) adjacent to the project site do not exceed the following levels. 1. Noise occurring more than 5 minutes but less than 15 minutes per hour shall not exceed 70 dBA. 2. Noise occurring more than 1 minute but less than 5 minutes per hour shall not exceed 75 dBA. 3. Noise occurring less than 1 minute per hour shall not exceed 85 dBA. The results of all required noise monitoring, along with a description of actions implemented	Applicant/ Contractor	PEC	Implement required monitoring if required. Report to Planning Department results of monitoring, and if necessary identify corrective actions to address complaints and provide compliance with condition requirements. Make arrangements for follow-up monitoring as needed.	Throughout all project development activities	Throughout all project development activities	Report weekly during project development.	Planning Division & Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
	to conform with the above noise standards, shall be provided to the City Planning Department. Noise monitoring at receptor locations may be required until it has been demonstrated to the satisfaction of the Planning Department that effective noise abatement and control measures have been implemented and the noise standards described above have been achieved.								
N-1h	**Delivery and Storage of Materials and Equipment.** All deliveries of material and equipment shall occur within the construction site barricades and only on weekdays between the hours of 8:00 a.m. and 5:00 p.m. Construction vehicles shall not be allowed to queue outside the project site before the specified hours. Vehicles delivering materials and equipment to the project site shall be operated in conformance with applicable regulations established by the U.S. Department of Transportation, as well as applicable state and local requirements. The vehicles shall all be provided with mufflers and other devices to minimize noise levels. All materials and equipment shall be stored on-site and within the confines of the construction barricades.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Building and Safety	
N-1i	**Radios and Alarms.** No radios, music playback equipment, musical instruments or automobile or truck alarms shall be permitted on the project site.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Building and Safety	
N-1j	**Limitations on Catering Trucks.** Catering trucks providing service to workers at the project site shall be required to park on-site. Catering trucks shall not be permitted to park on the street or to sound their horns near or within the site.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Building and Safety	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
N-1k	**Portable/Stationary Equipment.** When portable or stationary equipment, such as but not limited to generators, air compressors and wood sawing stations are required on the project site, the equipment shall be located as far from the project boundaries as possible. If it is necessary to locate portable/stationary equipment within 200 feet of the project perimeter, methods to provide noise shielding for that equipment shall be implemented. This may include but is not limited to: providing a three or four sided enclosure which is lined with a sound absorbing material between the equipment and the property line, or locating the equipment so that noise shielding is provided by existing or new structures located on the project site.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Building and Safety	
N-1l	**Construction Activity Scheduling.** Demolition, grading and construction activities in each proposed project site development areas shall be scheduled to minimize the occurrence of simultaneous construction operations that have the potential to result in excessive noise generation. For example, concrete breaking demolition activities should not occur in more than one development area at a time.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Building and Safety	
N-1m	**Minimize Equipment Use.** Equipment use for demolition, grading and construction activities shall be minimized, and the simultaneous operation of equipment within a proposed project development area shall be limited to the extent possible.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Building and Safety	
N-1n	**Truck Routing.** Truck traffic related to project construction will be limited to the routes specified by the City of Santa Barbara. Truck traffic through residential neighborhoods shall be as limited as possible.	Applicant/ Contractor	PEC	Submit proposed routes for review and approval.	Prior to issuance of a demolition permit	Throughout all project development activities	Report monthly during project development	Planning Division & Public Works	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
N-1o	**Vehicle Noise** Except as otherwise required by law, all vehicle horns shall remain silent except in the case of emergency.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Report monthly during project development	Planning Division & Public Works	
N-1p	**Limited Site Access.** Access to the site shall be limited to areas approved by the City of Santa Barbara. The gate(s) shall incorporate the same method of noise shielding as required project site perimeter barriers and shall be kept closed except for vehicle passage.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Report monthly during project development	Planning Division & Public Works	
N-2	**Prepare a Structural Crack Survey and Video Reconnaissance.** Prior to the issuance of demolition permits, the applicant or its designee shall prepare a structural crack survey and video reconnaissance of neighboring structures whose occupants wish to participate in the survey. The purpose of the survey shall be to document the existing condition of neighboring structures within 100 feet of the project site property line. After each major phase of project development (demolition, grading and construction), a follow-up structural crack survey and video reconnaissance of neighboring structures shall be conducted to determine whether any new cracks or other structural damage consistent with project-related vibrations have occurred. The City and project applicant shall review the results of both pre- and post-construction surveys to determine whether any new structural damage resulted from project-related construction activities. The project applicant shall be responsible for the cost of repairing damage to structures resulting from project-related construction activities.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at required times.	Throughout all project development activities	Throughout all project development activities	Upon completion of major project development activities	Planning Division & Public Works	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
SW-1a	**Solid Waste Management Plan.** A solid waste management plan identifying measures for reuse, source reduction, and recycling shall be developed for construction and operation of the proposed project, and submitted to the City's Environmental Analyst and the County's Solid Waste Division for review and approval prior to building permit issuance.	Applicant/ Contractor	PEC	Prepare required plan and submit to City for approval	Prior to issuance of a demolition permit	Prior to issuance of a demolition permit Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Public Works	
SW-1b	**Construction and Demolition Material Salvage.** All construction/demolition waste generated by the Cottage Hospital Foundation Housing project shall be salvaged for reuse or be transported to an appropriate off-site recycling facility.	Applicant/ Contractor	PEC	Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Report monthly during project development	Planning Division & Public Works	
TRF-1a.	**Resident Shuttle Program.** The project applicant shall implement and operate a shuttle program designed to serve project residents and to reduce the project's peak hour trip generation. The objective of the program shall be to reduce the proposed project's significant cumulative contribution of traffic to the intersections of: • Anapamu Street/Laguna Street • Arrellaga Street/Garden Street, and • Mission Street/Bath Street. Prior to the issuance of building permit for the Cottage Hospital Foundation Housing project, the project applicant shall submit a proposed Project Resident Shuttle Program Plan to the City Public Works Department for review and approval. At minimum, the following elements shall be specified by the Plan. 1. Operation Hours. At minimum, the shuttle program shall provide service during the A.M. and P.M. peak traffic hours, and during shift changes at Cottage Hospital. The plan shall indicate the specific	Applicant/ Contractor	PEC	Ensure shuttle service initiated before 75% of proposed units occupied. Ensure shuttle schedule and routes meet requirements,	Before 75% of the proposed units are occupied.	Periodic checks on schedule and routes	As needed	Planning Division	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
	hours that the shuttle service is to be provided. 2. Shuttle Routes. Routes to be used by the Shuttle to transport project residents to Cottage Hospital, other Cottage Health Systems facilities and locations in downtown Santa Barbara shall be described. To the extent possible, proposed shuttle routes shall avoid intersections that operate at unacceptable levels of service during peak hour periods. A procedure for obtaining City approval to modify proposed shuttle routes to accommodate the needs of project residents that wish to participate in the program shall also be included in the Plan. 3. Shuttle Ridership Monitoring. To reduce the proposed project's significant cumulative traffic impact to identified intersections to a less than significant level, it was assumed that: • 50% of the project-related peak hour commute trips would be destined for Cottage Hospital, and 25% of the project residents that commute to Cottage Hospital would use the shuttle service. Therefore, the shuttle program would reduce project-related peak hour trips destined to Cottage Hospital by approximately 12.5 percent. • 50% of the project-related peak hour commute trips would be destined for downtown Santa								

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
	Barbara, and 25% of the project residents that commute to the downtown area would use the shuttle service. Therefore, the shuttle program would reduce project-related peak hour trips destined to the downtown area by approximately 12.5 percent. The Project Resident Shuttle Program Plan shall include a monitoring program to quantify ridership characteristics and to validate assumptions regarding the peak hour trip reductions attributable to the shuttle program. Shuttle ridership and peak hour trip reduction data shall be provided to the Public Works Department within six months of the start of the shuttle program and once annually thereafter. The Project Resident Shuttle Program Plan should also contain a range of measures that may be implemented to increase participation in the shuttle program should the monitoring data indicate that the program is not reducing the proposed project's peak hour trip generation characteristics sufficiently to reduce its cumulative traffic impacts to a less than significant level. Such additional measures may include, but are not limited to: expanding the shuttle service times and/or routes to make it more convenient for program participants, offering financial or other incentives to program participants, or expanding the program to neighborhood residents that also commute to Cottage Hospital, Cottage Health Systems facilities or the downtown area.								

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
	4. Shuttle Bus. The type and size of vehicle(s) to be used to implement the shuttle bus program shall be specified. 5. Program Implementation. A shuttle program shall be initiated in accordance with the provisions in the approved Project Resident Shuttle Program Plan before more than 75% of the proposed residential units are occupied.								
TRF-2a.	**Tandem Parking Space Assignment.** The proposed parking plan for the Cottage Hospital Foundation Housing project shall be revised to indicate that each pair of proposed tandem parking spaces are to be assigned to the same residential unit.	Applicant/ Contractor	PEC	Ensure requirement is shown on building plans and implemented at the project site	Prior to issuance of a demolition permit	Prior to occupancy	Prior to occupancy	Planning Division	
TRF-3a	**Bicycle Parking Spaces.** The site plan for the Cottage Hospital Foundation project shall be revised to provide secure bicycle parking facilities for at least 33 bicycles. If feasible, enclosed (i.e., bike locker) facilities shall be provided. The required bicycle parking facilities shall be distributed throughout the project site.	Applicant/ Contractor	PEC	shown on building plans and implemented at the project site	Prior to occupancy	Prior to occupancy	Prior to occupancy	Planning Division	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
TRF-4a	**Construction Parking and Materials/Equipment Storage.** Connstruction parking shall be provided as follows: 1. During the demolition, grading and construction phases of the Cottage Hospital Foundation Housing project, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager. A shuttle service between the parking area and the project site shall also be provided. 2 Storage or parking of construction materials andr equipment within the public right-of-way shall be prohibited.	Applicant/ Contractor	PEC	Identify off-site parking area and provide any required approval or authorization allowing the use of the off-site spaces. Ensure requirement is shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Report monthly during project development	Planning Division & Public Works	
TRF-5a	**Pedestrian and ADA Circulation.** The internal circulation of the project shall be revised to provide at least one access connection between the northern and southern portions of the project site according to ADA standards.	Applicant/ Contractor	PEC	Ensure requirement is shown on building plans and implemented at the project site	Prior to issuance of a building permit	Prior to issuance of a building permit	Prior to occupancy	Planning Division	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
TRF-6a	**Bus Stop Improvement Bond.** Prior to the occupancy of the Cottage Hospital Foundation Housing project, the project applicant shall submit to the City of Santa Barbara Public Works Improvement Bond for an amount sufficient to provide bus stop improvements (including but not limited to shelters, benches, trash receptacles, and required road improvements) along both sides of Salsipuedes Street. The amount of the bond shall be approved by the City and MTD. After providing the bond, if it has not been determined within a one-year period that bus stop improvements adjacent to the project site are warranted, the bond shall be returned to the project applicant.	Applicant/ Contractor	PEC	Identify improvements required by MTD, provide design drawings for review and approval.	Prior to occupancy	Prior to occupancy	Prior to occupancy	Planning Division	
TRF-7a	**Construction Traffic Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods. Temporary traffic control measures, such as but not limited to appropriate signage, flag-persons, barriers, etc. shall also be used to minimize construction-related traffic conflicts. Proposed construction vehicle routes and traffic controls shall be submitted to the Public Works Department for review and approval.	Applicant/ Contractor	PEC	Submit proposed routes for review and approval.	Prior to issuance of a demolition permit	Throughout all project development activities	Report monthly during project development	Planning Division & Public Works	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
WQ-1a	**General Construction Activity Permit.** Prior to the issuance of a demolition, grading or building permit for the Cottage Hospital Foundation Housing project, the applicant or project developer shall comply with the requirements of the State General Permit for Storm Water Discharges Associated with Construction Activity. Compliance shall include providing the City with a copy of the Notice of Intent to obtain coverage under the NPDES Construction General Permit, and a copy of the subsequent Waste Discharge Identification Number issued by the RWQCB. Compliance with the General Permit also requires the preparation of a SWPPP that identifies how potential water quality impacts associated with demolition, grading and construction operations will be minimized and controlled. A copy of the SWPPP shall be kept at the project site and be available for City review.	Applicant/ Contractor	PEC	Submit copy of Notice of Intent and prepare SWPPP	Prior to the start of project development	Throughout all project development activities	Throughout all project development activities	Planning Division & Public Works	
WQ-1b	**Erosion Control Plan.** Prior to the issuance of a demolition, grading or building permit for the Cottage Hospital Foundation Housing project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the Procedures for the Control of Runoff into Storm Drains and Watercourses. The erosion control plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the duration of the development project. A copy of the erosion control plan shall be submitted to the Planning and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.	Applicant/ Contractor	PEC	Prepare Erosion Control Plan. Ensure requirements are shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Public Works	
WQ-1b-1	Minimize the area of bare soil exposed at one time (phased grading).	Applicant/ Contractor	PEC	Ensure requirements are shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Public Works	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
WQ-1b-2	Install silt fences, sand bags, hay bales or other silt devices where necessary around the project site to prevent off-site transport of sediment.	Applicant/ Contractor	PEC	Ensure requirements are shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Public Works	
WQ-1b-3	Bare soils shall be protected from erosion by applying heavy seeding within five days of clearing or inactivity in construction.	Applicant/ Contractor	PEC	Ensure requirements are shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Public Works	
WQ-1b-4	Construction entrances shall be stabilized immediately after grading, and shall be maintained to prevent erosion and control dust.	Applicant/ Contractor	PEC	Ensure requirements are shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Public Works	
WQ-1b-5	Establish fuel and vehicle maintenance staging areas located away from all drainage courses, and design these those areas to control runoff.	Applicant/ Contractor	PEC	Ensure requirements are shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Public Works	
WQ-1b-6	Maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems. Washout from concrete trucks shall be disposed of at a location not subject to runoff and more than 50 feet away from a storm drain, open ditch or surface water	Applicant/ Contractor	PEC	Ensure requirements are shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Public Works	
WQ-1b-7	Storm drain inlets shall be protected from sediment-laden waters by use of inlet protection devices such as gravel bag barriers, filter fabric fences or other approved materials and/or systems. Sediment control measures shall be maintained for the duration of the project development period and until graded areas have been stabilized by structures, long-term erosion control measures or landscaping.	Applicant/ Contractor	PEC	Ensure requirements are shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Public Works	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
WQ-1b-8	Construction entrances and exits shall be stabilized using gravel beds, rumble plates, or other suitable measures to prevent sediment from being tracked onto adjacent roadways. Any sediment or other materials tracked off site shall be removed the same day using dry cleaning methods	Applicant/ Contractor	PEC	Ensure requirements are shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Public Works	
WQ-1b-9	At minimum, the erosion control plan prepared for the Cottage Hospital Foundation Housing project shall address the implementation, installation and/or maintenance of each of the following water resource protection strategies: • De-Watering Operations • Potable Water Irrigation • Paving and Grinding • Sandbag Barriers • Spill Prevention/Control • Solid Waste Management • Storm Drain Inlet Protection • Stabilize Site Entrances and Exits • Illicit Connections and Illegal Discharges • Water Conservation • Stockpile Management • Liquid Wastes • Street Sweeping and Vacuuming • Concrete Waste Management • Sanitary/Septic Waste Management • Vehicle and Equipment Maintenance • Vehicle and Equipment Cleaning • Vehicle and Equipment Fueling	Applicant/ Contractor	PEC	Ensure requirements are shown on grading and building plans and implemented at the project site	Throughout all project development activities	Throughout all project development activities	Monthly throughout all project development activities	Planning Division & Public Works	
W-2a	**Storm Drain Markings.** Stenciled information shall be printed on all curb storm drains warning of the direct connection to the creek and ocean	Applicant/ Contractor	PEC	Ensure requirements are shown on drainage plans and implemented at the project site	Prior to occupancy	Prior to occupancy	Prior to occupancy	Planning Division & Public Works	

Mitigation Measure	Mitigation Requirement	Responsible Entity	Monitor	Action By Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency	Compliance Check	Verification
W-2b	**Site Runoff.** All runoff water from areas such as the access roads, roofs, and driveways shall be conveyed to an approved drainage facility in a manner that does not result in a net increase in storm water flow from the project site.	Applicant/ Contractor	PEC	Ensure requirements are shown on drainage plans and implemented at the project site	Ensure requirements are shown on drainage plans and implemented at the project site	Prior to approval of drainage plans	Prior to approval of drainage plans	Planning Division & Public Works	

Appendix D

Santa Barbara Cottage Hospital Foundation
Workforce Housing Project

Cumulative Project Lists

Cummulative Project List with New Residential Units

Pending, Approved or Building Permits Issued

City of Santa Barbara, Planning Division

(Area of Project List: Anapamu St. to the north, Milpas St. to the east, Pacific Ocean to the south and Highway 101/Castillo St. to the West)

List Current to: 10/14/2004

ADDRESS	APN	APPLICATION #	NET NEW UNITS

Status: Pending

21 E ANAPAMU ST — 039-183-037 — MST2004-00173 — 12

Proposal to construct a three-story structure composed of twelve residential units. The units would be rental for low-income clients of People's Self-Help Housing. The units are approximately 575 square feet and provide private outdoor areas on the 3,780 square foot lot. The project requires Planning Commission approval for modifications.

Owner CITY OF SANTA BARBARA REDEVELOPMENT PO BOX 1990 CITY OF SANTA BARBARA SANTA BARB.
Applicant PEOPLE'S SELF-HELP HOUSING 26 EAST VICTORIA SANTA BARBARA CA 93101
Architect PEIKERT GROUP ARCHITECTS 401-C E. CARRILLO STREET SANTA BARBARA CA 93101

533 E ANAPAMU ST — 029-141-010 — MST99-00492 — 4

Proposal to construct four new condominium units on a 14,360 square foot lot. An existing single family residence will be demolished.

Applicant WATTERS ELLEN M TRUSTEE 533 E ANAPAMU ST SANTA BARBARA CA 93103
Agent GRANVILLE HARPER 2206 ALAMEDA PADRE SERRA SANTA BARBARA CA 93103

737 E ANAPAMU ST — 029-150-019 — MST2003-00636 — 9

Proposal for nine residential condominium units (six market rate and three affordable) at the corner of Anapamu Street and Nopal Street. The proposal includes modification requests to allow three additional units based on the provision of affordable housing units, encroachments into the required front and rear yard setbacks, a reduction in the required parking, and a reduction in the required distance between buildings. The project includes the demolition of the existing 4,112 square foot single-story 14-bedroom residential care facility.

Owner ANAPAMU PROPERTIES, LLC 1011 RINCONADA, UNIT H SANTA BARBARA CA 93101
Architect BRIAN CEARNAL CEARNAL ARCHITECTS 521-1/2 STATE STREET SANTA BARBARA CA 93101

219 EOUESTRIAN AVE — 029-122-013 — MST2001-00691 — -1

Proposal to construct a new 2,325 square foot, two-story residence with a roof terrace and a 427 square foot, attached, two-car garage on a 3,290 square foot lot and demolition of an existing single story duplex. Modifications are requested for encroachment into the side yard and for the building to exceed the solar access height limit.

Owner BARRY BERKUS 2020 ALAMEDA PADRE SERRA SANTA BARBARA CA 93101
Agent JOHN ROSENFELD 2020 ALAMEDA PADRE SERRA #133 SANTA BARBARA CA 93103

ADDRESS	APN	APPLICATION #	NET NEW UNITS

Status: Pending

222 E JUNIPERO ST — 025-132-019 — MST2004-00585 — 1

Proposal for a new 1,620 square foot single family dwelling with a 480 square foot garage. The new house is within 1000' feet from the El Pueblo Viejo II. Modifications are requested to allow the garage to encroach into the required interior setback and a deck to encroach into the open yard.

Owner JOHN LUCA 2560 PUESTA DEL SOL SANTA BARBARA CA 93105
Architect MARIO DA CUNHA P.O. BOX 30695 SANTA BARBARA CA 93130

1618 LAGUNA ST — 027-202-024 — MST2001-00574 — 1

Proposal to remodel an existing duplex into a single-condominium unit and add two units of approximately 1,600 square feet each, for a three-unit condominium project (net increase of one unit). An existing two-car garage would be removed and a total of six parking spaces would be provided, five covered and one uncovered, on a 12,401 square foot lot.

Owner JASON LEGGITT 1826 STATE ST. SANTA BARBARA CA 93101
Architect LARRY GRAVES 811 GARDNER VENTURA CA 93004

601 E MICHELTORENA ST — 027-270-030 — MST2003-00827 — 115

The proposed St. Francis Residential Project is located on a 5.94-acre site that is bounded by Grand Avenue on the north, Micheltorena Street on the south, California Street on the east and Arrellaga Street on the west. The proposed St. Francis Residential Project would remove the existing St. Francis Hospital buildings, totaling approximately 189,000 square feet, and replace them with 115 residential condominiums that would be occupied by Cottage Hospital Employees.
The applications required to carry out this project are expected to be a Tentative Subdivision Map, Final Map and Lot Merger, Rezone to adjust the C-O/R-2 zone line to follow the proposed property lines, and Lot Area Modification.

Owner SANTA BARBARA COTTAGE HOSPITAL FOUN PO BOX 689 ATTN: RON BISCARO SANTA BARBARA C/
Agent KEN MARSHALL 621 CHAPALA ST SANTA BARBARA CA 93101
Architect BRIAN CEARNAL CEARNAL ARCHITECTS 521-1/2 STATE STREET SANTA BARBARA CA 93101

1429 OLIVE ST — 029-022-008 — MST2002-00531 — 1

Proposal for a new 1,802 square foot three-story three-bedroom condominium with an attached two-car garage on a 6,250 square foot lot. Also proposed is the conversion of the existing 1,089 square foot two-bedroom residence with an attached carport to a condominium. Planning Commission review is required for the Condominium Development.

Owner RICHARD WEGER & KATHLEEN DAGG 1429 OLIVE ST SANTA BARBARA CA 93101
Architect JYL RATKEVICH 1836 LOMA STREET SANTA BARBARA CA 93103

1600 OLIVE ST — 027-132-021 — MST99-00006 — -1

Proposed "as-built" conversion of a 2,578 square foot residence to a Bed & Breakfast Inn with six guest hotel rooms.

Applicant KELLY EBERT 9504 TOPANGA BLVD CHATSWORTH CA 91311
Agent PATRICIA GOODMAN P.O. BOX 1193 SUMMERLAND CA 93067

ADDRESS	APN	APPLICATION #	NET NEW UNITS

Status: Pending

320 E SOLA ST 029-081-003 MST2004-00248 1

Proposal to construct a 985 square foot, one- and two-story addition to an existing 1,104 square foot single-story residence on a 5,500 square foot lot. The proposal consists of a new 498 square foot second floor residence, a two-car garage, and the demolition and rebuild of an existing 160 square foot garage. A modification is requested to allow encroachment into the rear yard setback.

Agent ERIC SWENUMSON 401 E. CARRILLO ST. STE. B1 SANTA BARBARA CA 93101
Owner ROBERT DOUGLAS 320 E SOLA ST SANTA BARBARA CA 93101

522 E SOLA ST 029-091-006 MST2004-00576 1

Proposal for a new 1,486 square foot two-story residence on an 8,658 square foot lot. The proposal includes a 383 square foot second-story addition to an existing 1,038 square foot one-story residence with a new 525 square foot garage. Two additional uncovered parking spaces are proposed.

Owner STEVEN W GOWLER 522 E SOLA ST SANTA BARBARA CA 93101
Architect JEFF SHELTON 519 FIG AVENUE SANTA BARBARA CA 93101

320 E VICTORIA ST 029-131-005 MST2004-00511 3

Proposal to construct a new four-unit condominuim on a 11,270 square foot lot. The existing SFR is proposed to be demolished.

Owner MARNY K RANDALL 909 EUCLID STREET #6 SANTA MONICA CA 90403

Status: Approved

504 E ARRELLAGA ST 027-260-001 MST2002-00241 2

Proposal to demolish an existing one-car garage, construct a 2,009 square foot three-story duplex with an attached three-car garage, grade four feet below an existing 1,472 square foot two-story residence, and construct a 793 square foot subterranean garage on a 7,500 square foot lot.

Owner ANNE MARIE SCHOEPP, TRUSTEE 444429 SORRENTO CT. PALM DESERT CA 92260
Applicant DUNCAN MURRAY 147 CASTILIAN AVE, STE. 100 GOLETA CA 93117

1837 LOMA ST 027-072-002 MST2002-00582 -1

Proposal to convert an existing 1,920 square foot duplex into a single-family residence and construct a 212 square foot, single-story addition and a 113 square foot, second-story addition on a 4,270 square foot lot located in the Hillside Design District.

Owner WILLIAM J NELSON & JUDITH RICKER, TRUSTEES 126 E. HALEY ST., STE A-14 SANTA BARBARA CA 9
Applicant ANTHONY SPANN 615 STATE ST #A SANTA BABARA CA 93101

ADDRESS	APN	APPLICATION #	NET NEW UNITS

Status: Approved

800 E MICHELTORENA ST **029-100-026** **MST2001-00669** **1**

Proposal for a 580 square foot studio unit and an attached 413 square foot workshop with photovoltaic cells and solar panels on the roof on a 1.1 acre lot in the Hillside Design District. The site is currently developed with a 4,262 square foot residence and a 1,422 square foot residence.

Owner ERIC & INGE BOEHM, TRUSTEES 800 E. MICHELTORENA ST. SANTA BARBARA CA 93103
Agent AARON BAKER 800 E. MICHELTORENA STREET SANTA BARBARA CA 93103
Architect CHERYL STUEBING 2915 VALENCIA DRIVE SANTA BARBARA CA 93105

800 E MICHELTORENA ST **029-100-026** **MST2002-00388** **1**

Proposal to permit an existing 686 square foot apartment on the lower floor of an existing 3,845 square foot residence on a one acre lot located in the Hillside Design District. There is an additional uncovered parking space proposed as part of this application and a modification is requested to reduce the required parking by one uncovered space.

Owner ERIC & INGE BOEHM, TRUSTEES 800 E. MICHELTORENA ST. SANTA BARBARA CA 93103
Architect CHERYL STUEBING 2915 VALENCIA DRIVE SANTA BARBARA CA 93105

807 E PEDREGOSA ST **025-404-015** **MST2003-00410** **-1**

Proposal to convert an existing single-family residence and a duplex into two condominium units (a net reduction of one unit) on a 10,000 square foot lot. The property is currently non-conforming as to allowed site density.

Owner JUNE SEARS, TRUSTEE 807 E PEDREGOSA ST # C SANTA BARBARA CA 93103
Applicant BEN WIENER 429 LAMBERT ROAD CARPINTERIA CA 93013

522 E SOLA ST **029-091-006** **MST2003-00715** **1**

Proposal for a new 1,486 square foot two-story residence on an 8,658 square foot lot. The proposal includes a 383 square foot second-story addition to an existing 1,038 square foot one-story residence with a new 525 square foot garage. Two additional uncovered parking spaces are proposed.

Owner STEVEN W GOWLER 522 E SOLA ST SANTA BARBARA CA 93101
Architect JEFF SHELTON 519 FIG AVENUE SANTA BARBARA CA 93101

Status: Building Permit Issued

833 E ANAPAMU ST **029-201-002** **MST2003-00235** **1**

Proposal to construct a new, 1,359 square foot, two-story, attached, residential unit to an existing, 1,046 square foot, one-story residence. The project includes the construction of two, two-car garages on a 5,965 square foot lot, located in the Hillside Design District. The existing, 452 square foot, two-car garage is proposed to be demolished.

Owner ERIC PETERSON 833 E ANAPAMU ST SANTA BARBARA CA 93103
Designer SOPHIE CALVIN PO BOX 50716 SANTA BARBARA CA 93150

ADDRESS	APN	APPLICATION #	NET NEW UNITS

Status: Building Permit Issued

1628 GARDEN ST 027-201-001 MST2003-00749 1

Proposal to construct a new detached three-car garage with a 732 square foot second-story one-bedroom unit above the garage. The existing 2,718 square foot front dwelling is proposed to remain. Modifications are requested to allow the uncovered parking space to encroach into the interior-yard setback and a reduction in the open-yard requirement.

Applicant PEIKERT GROUP ARCHITECTS, LLP 401-C EAST CARRILLO ST SANTA BARBARA CA 93101
Owner STEVEN & PATRICIA DRAGHI 2415 STANDWOOD DRIVE SANTA BARBARA CA 93103

1420 LAGUNA ST 029-022-029 MST2001-00199 15

This is a revised project. Proposal for 16 residential condominium units with two attached rental units for a total of 18 units in seven buildings ranging in size from 451 to 1,827 square feet. The three existing homes (1426, 1430, 1436 Laguna Street) on the project site are incorporated into the design in addition to the 15 new units proposed. This proposal includes 28 covered and four uncovered parking spaces. The 43,303 square foot site consists of five residential lots containing a total of nine structures including three residences and a senior care facility.

Owner CAPITAL PACIFIC HOLDING, LLC 2034 DE LA VINA SANTA BARBARA CA 93105
Agent JARRETT GORIN 2034 DE LA VINA SANTA BARBARA CA 93105
Agent SARAH HANFORD 2034 DE LA VINA SANTA BARBARA CA 93105
Architect DETLEV PEIKERT BIALOSKY PEIKERT 401-C E. CARRILLO STREET SANTA BARBARA CA 93101

1424 LAGUNA ST 029-022-029 MST2001-00199 15

This is a revised project. Proposal for 16 residential condominium units with two attached rental units for a total of 18 units in seven buildings ranging in size from 451 to 1,827 square feet. The three existing homes (1426, 1430, 1436 Laguna Street) on the project site are incorporated into the design in addition to the 15 new units proposed. This proposal includes 28 covered and four uncovered parking spaces. The 43,303 square foot site consists of five residential lots containing a total of nine structures including three residences and a senior care facility.

Owner CAPITAL PACIFIC HOLDING, LLC 2034 DE LA VINA SANTA BARBARA CA 93105
Agent JARRETT GORIN 2034 DE LA VINA SANTA BARBARA CA 93105
Agent SARAH HANFORD 2034 DE LA VINA SANTA BARBARA CA 93105
Architect DETLEV PEIKERT BIALOSKY PEIKERT 401-C E. CARRILLO STREET SANTA BARBARA CA 93101

1426 LAGUNA ST 029-022-029 MST2001-00199 15

This is a revised project. Proposal for 16 residential condominium units with two attached rental units for a total of 18 units in seven buildings ranging in size from 451 to 1,827 square feet. The three existing homes (1426, 1430, 1436 Laguna Street) on the project site are incorporated into the design in addition to the 15 new units proposed. This proposal includes 28 covered and four uncovered parking spaces. The 43,303 square foot site consists of five residential lots containing a total of nine structures including three residences and a senior care facility.

Owner CAPITAL PACIFIC HOLDING, LLC 2034 DE LA VINA SANTA BARBARA CA 93105
Agent JARRETT GORIN 2034 DE LA VINA SANTA BARBARA CA 93105
Agent SARAH HANFORD 2034 DE LA VINA SANTA BARBARA CA 93105
Architect DETLEV PEIKERT BIALOSKY PEIKERT 401-C E. CARRILLO STREET SANTA BARBARA CA 93101

ADDRESS	APN	APPLICATION #	NET NEW UNITS

Status: Building Permit Issued

1430 LAGUNA ST **029-022-029** **MST2001-00199** **15**

This is a revised project. Proposal for 16 residential condominium units with two attached rental units for a total of 18 units in seven buildings ranging in size from 451 to 1,827 square feet. The three existing homes (1426, 1430, 1436 Laguna Street) on the project site are incorporated into the design in addition to the 15 new units proposed. This proposal includes 28 covered and four uncovered parking spaces. The 43,303 square foot site consists of five residential lots containing a total of nine structures including three residences and a senior care facility.

Owner	CAPITAL PACIFIC HOLDING, LLC 2034 DE LA VINA SANTA BARBARA CA 93105
Agent	JARRETT GORIN 2034 DE LA VINA SANTA BARBARA CA 93105
Agent	SARAH HANFORD 2034 DE LA VINA SANTA BARBARA CA 93105
Architect	DETLEV PEIKERT BIALOSKY PEIKERT 401-C E. CARRILLO STREET SANTA BARBARA CA 93101

1306 OLIVE ST **029-091-030** **MST99-00310** **1**

Proposal for a new studio residential unit over a new two-car garage. An existing residence will remain, an existing one-car garage will be demolished. One uncovered parking space will be provided. A modification is requested for relief from providing two uncovered spaces for the new unit.

Applicant	RICHARD SLOTHOWER 1306 OLIVE STREET SANTA BARBARA CA 93105
Architect	VADIM HSU 3023 SERENA RD SANTA BARBARA CA 93105

715 E PEDREGOSA ST **025-404-017** **MST2001-00602** **1**

Proposal to remodel and to construct an addition of 1,853 square feet to an existing 1,576 square foot residence with a 974 square foot garage to remain on a 9,041 square foot lot located in the Hillside Design District. A new 1,575 square foot residence and 406 square foot garage is also included in the proposal.

Owner	BARBARA CHRISTOFF, TRUSTEE P.O. BOX 1057 SANTA BARBARA CA 93102
Agent	SUZANNE ELLEDGE PERMIT PROCESSING 629 STATE ST. STE 218 SANTA BARBARA CA 93101

END OF REPORT

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Cummulative Project List with New Nonresidential Floor Area

Pending, Approved or Building Permits Issued

City of Santa Barbara, Planning Division

(Area of Project List: Anapamu St. to the north, Milpas St. to the east, Pacific Ocean to the south and Highway 101/Castillo St. to the West)

List Current to: 10/14/2004

ADDRESS	APN	APPLICATION #		NET NEW S.F.

Status: Pending

1600 OLIVE ST — **027-132-021** — **MST99-00006** — UNA — **3,000**

Proposed "as-built" conversion of a 2,578 square foot residence to a Bed & Breakfast Inn with six guest hotel rooms.

Applicant	KELLY EBERT 9504 TOPANGA BLVD CHATSWORTH CA 91311
Agent	PATRICIA GOODMAN P.O. BOX 1193 SUMMERLAND CA 93067

1604 OLIVE ST — **027-132-020** — **MST99-00012** — ABR — **2,789**

Proposal for the "as-built" conversion of an existing 3,225 square foot two-story residence to a Bed & Breakfast inn. The 2,789 square foot portion to be converted to commercial use consists of six guest hotel rooms with baths. The remaining 436 square feet will be retained as the manager's residence. Two covered and four uncovered parking spaces are proposed.

Agent	STEVE SHUGART 81 KINMAN AVE GOLETA CA 93117
Agent	GEORGE ARMSTRONG 1150 COAST VILLAGE ROAD SANTA BARBARA CA 93108
Owner	ELLEN SCHAUB THE OLIVE HOUSE 1604 OLIVE ST SANTA BARBARA CA 93101
Architect	ON DESIGN ARCHITECTS JUSTIN VAN MULLEM 925 DE LA VINA STREE SANTA BARBARA CA 93101

1214 STATE ST — **039-183-019** — **MST2004-00005** — JWG — **16,634**

The proposed project involves restoration of the Granada Theatre, including an addition of 13,360 square feet. Of the 13,360 square feet proposed, 6,634 square feet would be added to the building's footprint. The existing dressing rooms on the north side of the theater would be rebuilt with a 99 foot long, five foot wide and 60 foot high addition to accommodate stage space, exiting, storage, and equipment, as well as a fully accessible dressing room and toilet. An 80 foot long, 10 foot wide and 78 foot high addition to the east side of the theater would provide more stage space and meet stage rigging needs. The south side addition, which is 100 feet long, eight feet wide and 36 feet high, would accommodate access ramps inside the building. The remaining 6,700 square feet would be for the construction of a basement level to provide dressing rooms for the performers. One of the existing ground floor storefronts adjacent to the theater's entrance would be utilized as the theater's ticketing area. Space in the Granada tower at the second floor would also be utilized for the theater's second floor lobby area.

Owner	SANTA BARBARA CENTER FOR PERFORMING ARTS ATTN: PETER FRISCH 1216 STATE STREET, SUITE 93101
Architect	PHILLIPS, METSCH, SWEENEY & MOORE C/O STEVE METSCH 2020 ALAMEDA PADRE SERRA, #220 SA

ADDRESS	APN	APPLICATION #		NET NEW S.F.

Status: Pending

1216 STATE ST 039-183-019 MST2004-00005 JWG 16,634

The proposed project involves restoration of the Granada Theatre, including an addition of 13,360 square feet. Of the 13,360 square feet proposed, 6,634 square feet would be added to the building's footprint. The existing dressing rooms on the north side of the theater would be rebuilt with a 99 foot long, five foot wide and 60 foot high addition to accommodate stage space, exiting, storage, and equipment, as well as a fully accessible dressing room and toilet. An 80 foot long, 10 foot wide and 78 foot high addition to the east side of the theater would provide more stage space and meet stage rigging needs. The south side addition, which is 100 feet long, eight feet wide and 36 feet high, would accommodate access ramps inside the building. The remaining 6,700 square feet would be for the construction of a basement level to provide dressing rooms for the performers. One of the existing ground floor storefronts adjacent to the theater's entrance would be utilized as the theater's ticketing area. Space in the Granada tower at the second floor would also be utilized for the theater's second floor lobby area.

Owner SANTA BARBARA CENTER FOR PERFORMING ARTS ATTN: PETER FRISCH 1216 STATE STREET, SUITE 93101

Architect PHILLIPS, METSCH, SWEENEY & MOORE C/O STEVE METSCH 2020 ALAMEDA PADRE SERRA, #220 SA

21 E VICTORIA ST 039-133-013 MST2003-00040 HLC 305

THIS IS A DUMMY CASE TO TRACK 305 SQUARE FEET OF ADDITIONAL MEASURE E SQUARE FOOTAGE THAT WAS PROPOSED IN 2003. PLEASE SEE MST2000-00197 FOR PROJECT INFORMATION AND ALL APPLICABLE FEES.

Owner MICHAEL TOWBES 21 E VICTORIA ST SANTA BARBARA CA 93101

Status: Approved

7 E ANAPAMU ST 039-183-017 MST93-00042 ABR 400

Demolish a 1,654 square foot building and construct a new 2,054 square foot commercial building.

Applicant WESTPAC 3740 STATE SB CA 93105

601 E MICHELTORENA ST 027-270-030 MST97-00507 BEA 30,000

Proposal for a new 30,000 square foot medical office building (Ambulatory Care Center) to be added to an existing 186,000 square foot hospital on a 322,012 square foot lot. The project includes a new parking deck that will result in 74 net new parking spaces for the hospital campus, new landscaping and public street improvements. A new park is proposed on a vacant parcel that fronts on Grand Avenue.

Applicant RON BISCARO 601 EAST MICHELTORENA SANTA BARBARA CA 93101

Owner CATHOLIC HEALTHCARE WEST 511 BATH STREET 3RD FLOOR SANTA BARBARA CA 93101

Agent KEN MARSHALL 621 CHAPALA STREET SANTA BARBARA CA 93101

Architect CEARNAL ARCHITECTS 521-1/2 STATE STREET SANTA BARBARA CA 93101

ADDRESS	APN	APPLICATION #		NET NEW S.F.

Status: Approved

111 E VICTORIA ST **029-071-011** **MST2002-00243** JWG **9,905**

The proposed project involves a new three-story 17,075 square foot office building for Penfield & Smith. The existing 5,300 square foot Penfield & Smith building at 111 East Victoria Street and 1,723 square feet of the existing 1,870 square foot Penfield & Smith building at 115 East Victoria Street would be demolished, and the new 17,075 square foot building constructed, resulting in a net increase of 9,905 square feet. The discretionary applications required for this project are: a Modification of the parking requirement to allow 39 parking spaces instead of the required 53 parking spaces; Development Plan approval for 9,905 square feet of net non-residential floor area; a Recommendation to City Council for a final Economic Development Designation of 7,905 square feet from the Economic Development Category for an office building; and a Voluntary Lot Merger of parcels 029-071-010 and 029-071-011.

Owner PENFIELD & SMITH ENGINEERS, INC. PO BOX 98 SANTA BARBARA CA 93102
Architect JOHN PITMAN C/O EDWARDS & PITMAN 120 E DE LA GUERRA SANTA BARBARA CA 93101

Status: Building Permit Issued

1221 ANACAPA ST **039-183-034** **MST2003-00908** TMA **8,810**

This is a revised project. The proposal is to construct a new parking structure composed of two floors below grade and four floors above grade. The project would provide approximately 575 parking stalls and would include approximately 10,000 square feet of staff offices, a bicycle parking station and public restrooms in Parking Lot No. 6, located at the rear of the Granada Theater building.

Owner CITY OF SANTA BARBARA VICTOR GARZA/PARKING OFFICE
Applicant JOHN SCHOOF PUBLIC WORKS/ENGINEERING
Architect HENRY LENNY 1024 CINDY LANE CARPINTERIA CA 93013
Agent HEATHER HORNE 815 HAMILTON STREET REDWOOD CITY CA 94063

130 E VICTORIA ST **029-121-004** **MST2001-00531** HLC **10,204**

Proposal to demolish an existing 2,644 square foot, one-story building to be replaced with a new 10,204 square foot, two-story commercial building for the County Clerk Recorder's office, a public building for research, transfer and filing of official public records.

Architect GREGORY RECH, ARCHITECTS WEST 1530 CHAPALA ST. SANTA BARBARA CA 93101
Applicant ROBERT OOLEY 1100 ANACAPA ST SANTA BARBARA CA 93101
Owner COUNTY OF SANTA BARBARA

END OF REPORT

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Projects with New Nonresidential Floor Area

Certificates of Occupancy Issued

from: 6/1/2002 to: 12/31/2004

City of Santa Barbara, Planning Division

(Area of Project List: Anapamu St. to the north, Milpas St. to the east, Pacific Ocean to the south and Highway 101/Castillo St. to the West)

Address	Case Number	APN	C of O Issue Date	Net New Floor Area	Total Floor Area	S.F. to be demo'ed	Zone
107 E MICHELTORENA ST	**MST99-00355**	**027-241-014**	**7/17/2002**	**606**	**4,799**	**0**	**1**

Proposed 606 square foot second story office addition and demolition of an existing substandard garage to be replaced with a 400 square foot garage for the existing 4,333 square foot Phoenix of Santa Barbara facility. The project requires modifications for front and side yard encroachments. Two covered and two uncovered parking spaces will be provided.

21 E VICTORIA ST	**MST2000-00197**	**039-133-013**	**8/11/2004**	**2,548**	**13,717**	**0**	**1**

A proposal for a 305 square foot addition by enclosing the third floor balconies. A 2,548 square foot addition to the existing 11,169 square foot, three-story office building was previously approved. The result will be a total of 14,022 square feet on a 12,500 square foot lot.

END OF REPORT

Projects with New Residential Units

Certificates of Occupancy Issued
from: 6/1/2002 to: 12/31/2004
City of Santa Barbara, Planning Division
(Area of Project List: Anapamu St. to the north, Milpas St. to the east, Pacific Ocean to the south and Highway 101/Castillo St. to the West)

Address	Case Number	APN	C of O Issue Date	Net New Units	Total Units on site	Units to be demo'ed	Zone
1403 GRAND AVE	**MST2001-00848**	**029-042-014**	**10/8/2002**	**1**	**-1**	**1**	**1**	**R-2**
Proposal to construct a new enclosed stairway on an existing two-story duplex that is proposed to be converted to a single-family residence located on a 7,500 square foot lot in the Hillside Design District.							
19 E MISSION ST	**MST2001-00138**	**025-312-009**	**12/5/2003**	**1**	**2**	**3**	**0**	**R-2/R-O**
Proposal to construct a three-story structure comprised of ground level parking, one 2,000 square foot second-story residential unit and one third-story 1,000 square foot residential unit. There is an existing two-story 3,957 square foot office building containing one 720 square foot one-bedroom unit located in the rear of the lot. Modifications are requested for a reduction in the open yard area requirement and encroachment of parking spaces into the interior yard.							
1523 OLIVE ST	**MST2000-00114**	**027-252-008**	**9/21/2004**	**1**	**4**	**6**	**2**	**R-3**
Proposal for a condominium subdivision comprising six new three-story condominiums with six two-car garages and two uncovered parking spaces on a 16,421 square foot lot. Included in the proposal are 1,139 cubic yards of grading and the demolition of two existing residences. Modifications are requested for encroachments into the required interior and front yard setbacks.							

END OF REPORT

Projects with Over 1,000 Net New Non-Residential Square Footage for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permits Issued)

1) 1221 ANACAPA ST (MST2003-00908)

APN #: 039-183-034 Zone: C-2 Contact: Trish Allen

This is a revised project. The proposal is to construct a new parking structure composed of two floors below grade and four floors above grade. The project would provide approximately 575 parking stalls and would include approximately 10,000 square feet of parking staff offices, in addition to public restrooms and a bicycle parking station in Parking Lot No. 6, located at the rear of the Granada Theater building.

Measure E Allocations	Square Feet
Community Priority:	7,810
Minor Addition	1,000

Square Footage Totals		
Existing:	0	Demo: 0
Net New	8,810	
Total:	8,810	

2) 2431 CASTILLO ST (MST2003-00518)

APN #: 025-052-004 Zone: C-O Contact: Modification Hearing Officer

Proposal to demolish existing 1,450 square foot duplex and attached two-car garage, and to construct a new 2,875 square foot medical office building above a 3,090 square foot garage. Eight covered and three uncovered parking spaces are proposed. Modifications are requested for the building to encroach into the interior yards, parking off the front-yard (public alley), and to provide 11 of the 12 required parking spaces.

Measure E Allocations	Square Feet
Small Addition	1,875
Minor Addition	1,000

Square Footage Totals		
Existing:	0	Demo: 0
Net New	2,875	
Total:	2,875	

3) 601 E MICHELTORENA ST (MST97-00507)

APN #: 027-270-030 Zone: C-O Contact: Beatriz Ramirez

Proposal for a new 30,000 square foot medical office building (Ambulatory Care Center) to be added to an existing 186,000 square foot hospital on a 322,012 square foot lot. The project includes a new parking deck that will result in 74 net new parking spaces for the hospital campus, new landscaping and public street improvements. A new park is proposed on a vacant parcel that fronts on Grand Avenue.

Measure E Allocations	Square Feet
Community Priority	30,000

Square Footage Totals		
Existing:	0	Demo: 0
Net New	30,000	
Total:	0	

Projects with Over 1,000 Net New Non-Residential Square Footage for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permits Issued)

18) 320 W PUEBLO ST (MST2003-00152)

APN #: 025-102-001 **Zone:** C-O **Contact:** Irma Unzueta

Proposed Cottage Hospital Master Plan. The project involves the demolition of 280,090 square feet including the main hospital building, Eye Center and structures on the adjacent west block. Also proposed is 434,955 square feet of new construction. Two new parking structures are also proposed. One of the parking structures will be located behind the Knapp Building at 2400 Bath Street, and the other will be located at the northeast corner of Pueblo and Castillo Streets. The one-block section of Castillo Street that borders on the west side of the hospital that is located between Pueblo and Junipero Streets is proposed to be closed to allow the construction of the new hospital facility. The project requires Planning Commission approval of the Development Plan and City Council approval of the Specific Plan, Development Agreement, and Castillo Street Abandonment.

Measure E Allocations	Square Feet
Economic Development	140,000

Square Footage Totals		
Existing:		Demo:
Net New	140,000	
Total:		

19) 427 W PUEBLO ST (MST2003-00751)

APN #: 025-171-040 **Zone:** C-O **Contact:** Roxanne Milazzo

Proposal for conceptual ABR Site Design Review involving two lots (427 W. Pueblo St. & 510 W. Pueblo St.) and consisting of a 2,497 square foot second-floor addition to an existing 4,925 square foot medical office building and the demolition of an existing 976 square foot one-story residence. Also proposed are 26 uncovered parking spaces with eight of the spaces to be provided at 510 W. Pueblo Street. The project requires Development Plan Approval and a modification for a reduction in the required parking.

Measure E Allocations	Square Feet
Small Addition:	1,575
Minor Addition:	1,000

Square Footage Totals		
Existing:	4,606	Demo: 0
Net New	2,575	
Total:	7,181	

20) 427 W PUEBLO ST (MST2004-00025)

APN #: 025-171-040 **Zone:** C-O **Contact:** Roxanne Milazzo

Proposal to construct a 2,497 square foot, second story addition to an existing 4,925 square foot office building. Employee parking to be provided offsite. A modification will be required for parking.

Measure E Allocations	Square Feet
Small Addition:	1,497
Minor Addition:	1,000

Square Footage Totals		
Existing:	4,925	Demo: 0
Net New	2,497	
Total:	7,422	

21) 1135 SAN PASCUAL ST (MST2001-00113)

APN #: 039-201-003 **Zone:** R-3 **Contact:** Susie Reardon

Proposal to demolish an existing 1,188 square foot, single-family residence and a 360 square foot, detached garage, and to construct a 3,988 square foot commercial building to be used by the United Boys & Girls Club as day-care facility and community center.

Measure E Allocations	Square Feet
Small Addition:	2,000
Minor Addition:	1,000

Square Footage Totals		
Existing:	0	Demo: 0
Net New	3,988	
Total:	3,988	

Projects with Over 1,000 Net New Non-Residential Square Footage for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permits Issued)

22) 3815 STATE G-29 (MST2001-00001)

APN #: 051-010-014 Zone: C-2/SD-2 Contact: Susie Reardon

Proposed 6,000 square foot addition to Buildings G and H at La Cumbre Plaza Shopping Center. Parcel numbers 051-010-014, 051-101-012 and 051-010-013 are included in the project.

Measure E Allocations	Square Feet
Small Addition	4,000
Minor Addition:	1,979

Square Footage Totals		
Existing:	477,726	Demo: 0
Net New	5,979	
Total:	483,705	

23) 1216 STATE ST (MST2004-00005)

APN #: 039-183-019 Zone: C-2 Contact: Jessica W. Grant

The proposed project involves restoration of the Granada Theatre to accommodate larger touring shows, including an addition of 16,634 square feet. Of the 16,634 square feet proposed, 6,634 square feet would be added to the building's footprint. The addition to the north side of the theater would accommodate more stage space, exiting, storage and equipment as well as a fully accessible dressing room and toilet. The addition to the east side of the theater would provide more stage space and stage rigging needs. The south side addition would accommodate access ramps inside the building. The remaining 10,000 square feet would be for the construction of a basement level to provide a lounge, restrooms and dressing rooms for the performers.

Measure E Allocations	Square Feet
Economic Development:	16,634

Square Footage Totals		
Existing:		Demo:
Net New	16,634	
Total:		

24) 3869 STATE ST (MST2002-00161)

APN #: 051-022-037 Zone: C-2/SD-2 Contact: Roxanne Milazzo

Proposal for a 2,858 square foot addition to the rear of Stroud's Retail store for a new childcare center and playground for the Grace Lutheran Church. The lot is currently developed with the 13,041 square foot Grace Lutheran Church, Stroud's Retail store, and 31 parking spaces.

Measure E Allocations	Square Feet
Small Addition:	1,858
Minor Addition:	1,000

Square Footage Totals		
Existing:	18,714	Demo: 0
Net New	2,858	
Total:	21,572	

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

1) **1221 ANACAPA ST** (MST2003-00908) **Contact:** Trish Allen

APN #: 039-183-034 Zone: C-2 Residential Units: Net New: 8 Total: 8

This is a revised project. The proposal is to construct a new parking structure composed of two floors below grade and four floors above grade. The project would provide approximately 575 parking stalls and would include approximately 10,000 square feet of parking staff offices, in addition to public restrooms and a bicycle parking station in Parking Lot No. 6, located at the rear of the Granada Theater building.

2) **504 E ARRELLAGA ST** (MST2002-00241) **Contact:** Roxanne Milazzo

APN #: 027-260-001 Zone: R-3 Residential Units: Existing: 1 Net New: 2 Total: 3

Proposal to demolish an existing one-car garage, construct a 2,009 square foot three-story duplex with an attached three-car garage, grade four feet below an existing 1,472 square foot two-story residence, and construct a 793 square foot subterranean garage on a 7,500 square foot lot.

3) **514 W ARRELLAGA ST** (MST2002-00758) **Contact:** Roxanne Milazzo

APN #: 043-223-018 Zone: R-3 Residential Units: Existing: 1 Net New: 1 Total: 2

This is a revised project. Proposal to construct an additional 1,923 square foot two-story residential unit with an attached 481 square foot two-car garage on a 6,772 square foot lot. The proposal includes the demolition of a 240 square foot detached garage. There is an existing 1,949 square foot one-story residence. A modification is required to allow the uncovered parking spaces to encroach into the required interior yard setbacks.

4) **1211 BATH ST** (MST2002-00336) **Contact:** ABR Staff

APN #: 039-162-014 Zone: R-4 Residential Units: Existing: 4 Demolished: 2 Net New: 1 Total: 5

Proposal to construct a 5,978 square foot, three-unit, two-story triplex with three attached two-car garages and a two-car carport on an 11,250 square foot lot with an existing 2,300 square foot, two-story triplex. The proposal includes the reconfiguration of a triplex to a duplex; and the demolition of a 713 square foot single-family residence, one-car garage, and 120 square foot storage shed at the rear of the lot. The project includes eight covered and one uncovered parking spaces.

5) **1924 BATH ST** (MST2003-00008) **Contact:** Modification Hearing Officer

APN #: 025-361-009 Zone: R-4 Residential Units: Existing: 2 Net New: 2 Total: 4

Proposal to construct two detached, two-story residential units of approximately 1,600 square feet with attached two-car garages on a 10,800 square foot lot. The site is currently developed with two single-story residential units, which are 690 and 855 square feet, respectively. The proposal includes four uncovered parking spaces and the demolition of a 320 square foot barn.

6) **420 CALLE LAS CALERAS** (MST2000-00838) **Contact:** Trish Allen

APN #: 047-021-027 Zone: A-1/SD-3 Residential Units: Net New: 1 Total: 1

Proposal for a new one-story 3,530 square foot residence including an attached two-car garage on a vacant 51,400 square foot lot, located in the Hillside Design District. This project has been revised to propose a reduction in the amount of grading on site. There are 2,245 cubic yards of cut and 3,000 cubic yards of fill proposed for a total import calculation of 755 cubic yards of grading. The new grading calculations have a 71 percent import reduction from the previously reviewed plan. Other proposed changes include the reduction of an uncovered guest parking (from three spaces to two spaces) and alteration of the existing driveway to be serpentine.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

7) **1611 CASTILLO ST** (MST2002-00298) **Contact:** ABR Staff

APN #: 027-161-010 Zone: R-4 **Residential Units:** Existing: 2 Net New: 1 Total: 3

Proposal to construct a 2,437 square foot, three-story, single-family residence with an attached 471 square foot, two-car garage on a 16,437 square foot lot. The lot is currently developed with a 1,790 square foot, two-story duplex with three covered parking spaces and one uncovered parking space.

8) **1732 CHAPALA ST** (MST2003-00071) **Contact:** Modification Hearing Officer

APN #: 027-101-001 Zone: R-4 **Residential Units:** Existing: 3 Net New: 1 Total: 4

This is a revised project. Proposal for a new 600 square foot second-story detached residential unit above a new 800 square foot four-car garage. Also proposed is a 110 square foot laundry room on the ground floor. There is an existing 1,661 square foot one-story triplex on the 7,500 square foot lot. The project includes the demolition of a 645 square foot garage at the rear of the lot.

9) **1001 CHINO ST** (MST95-00294) **Contact:** Beatriz Ramirez

APN #: 039-241-011 Zone: A-1/R-2 **Residential Units:** Net New: 4 Total: 4

Proposal for a four-unit, condominium project with three guest-parking spaces on a 2.05 acre lot. The units vary from 1,526 to 2,282 square feet and include attached two-car garages. The project received Planning Commission approval with a Conditional Use Permit for a PUD development, on July 6, 1995. The Planning Commission forwarded a recommendation for the rezoning of the A-1 portion of the lot to be A-1/PUD.

10) **1727 CHINO ST** (MST2004-00003) **Contact:** Roxanne Milazzo

APN #: 043-182-004 Zone: R-2 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal for a 600 square foot accessory dwelling unit, to remodel the existing one-car garage/accessory space, to construct a one-car carport and an additional uncovered parking space. The lot is currently developed with an existing one-story 1,049 square foot residence on a 5,000 square foot lot. The proposal includes the removal of an existing fruit tree and eucalyptus tree. A modification is requested to allow the uncovered parking space to encroach into the required interior yard setback.

11) **3149 CLIFF DR** (MST2001-00358) **Contact:** Beatriz Ramirez

APN #: 047-092-003 Zone: A-1/SD-3 **Residential Units:** Net New: 1 Total: 1

Proposal to construct a 5,692 square foot, two-story residence with an attached 786 square foot, three-car garage on a 1.35 acre lot, located in the Hillside Design District. There are 246 cubic yards of cut and 246 cubic yards of fill proposed.

12) **3535 CLIFF DR** (MST2000-00717) **Contact:** Renee Brooke

APN #: 047-082-002 Zone: A-1/SD-3 **Residential Units:** Net New: 1 Total: 1

Proposal for a new 2,524 square foot single-story residence with an attached 625 square foot garage on a vacant lot located in the Hillside Design District with a slope of 53 percent. The project includes a total of 2,000 cubic yards of grading.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

13) **1516 DE LA VINA ST** (MST2003-00558) **Contact:** ABR Staff

APN #: 027-222-021 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 2 Total: 3

Proposal to construct a 2,184 square foot three-story, two-unit residential building above a four-car garage at the rear of an existing 2,551 square foot two-story residence with a carport, located on an 8,607 square foot lot. There is an existing 308 square foot garage that is to be demolished.

14) **1819 DE LA VINA ST** (MST2002-00242) **Contact:** Modification Hearing Officer

APN #: 027-021-012 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 4 Total: 5

Proposal for four new residential units consisting of a new 2,050 square foot, two-story duplex to the rear and a new 1,217 square foot, two-story duplex behind the 1,059 square foot existing one-story, single-family residence on a 10,750 square foot lot. The new two-story buildings are proposed with a total of six covered and four uncovered parking spaces and new landscaping. No grading is proposed for the project. Modifications are requested for rear-yard setback, building separation, and private outdoor living space.

15) **1827 DE LA VINA ST** (MST2003-00789) **Contact:** ABR Staff

APN #: 027-021-010 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 2 Total: 3

Proposal to construct two new duplex units to create a triplex. Unit B is proposed to be 924 square feet and Unit C 1,175 square feet. Three 427 square feet garages are proposed. The existing 1,295 square foot single-family residence located at the front is proposed to remain, and the existing two-car garage and one-car carport are proposed to be demolished. The two proposed two-bedroom units with three two-car garages below are located on a 7,500 square foot lot.

16) **1628 GARDEN ST** (MST2003-00749) **Contact:** Roxanne Milazzo

APN #: 027-201-001 **Zone:** R-2 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to construct a new detached three-car garage with a 732 square foot second-story one-bedroom unit above the garage. The existing 2,718 square foot front dwelling is proposed to remain. Modifications are requested to allow the uncovered parking space to encroach into the interior-yard setback and a reduction in the open-yard requirement.

17) **1435 GILLESPIE ST** (MST2003-00657) **Contact:** Modification Hearing Officer

APN #: 039-023-001 **Zone:** R-2 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to convert a SFR and garage into a new single story duplex. Three modifications are requested for a fence, open yard, and front yard requirement.

18) **1225 MANITOU LANE** (MST2003-00313) **Contact:** ABR Staff

APN #: 041-010-036 **Zone:** R-1 **Residential Units:** Net New: 1 Total: 1

Proposal to construct a new 3,450 square foot two-story single-family residence with an attached 620 square foot two-car garage on a 1.42 acre vacant lot in the Hillside Design District. The proposal includes approximately 100 cubic yards of grading outside the main building footprint.

19) **14 W MICHELTORENA ST** (MST2002-00792) **Contact:** HLC Staff

APN #: 027-231-013 **Zone:** C-2 **Residential Units:** Net New: 1 Total: 1

Proposal to construct a two-story addition consisting of a 904 square foot residential unit above a 937 square foot garage to an existing 910 square foot commercial building on a 3,808 square foot lot.

20) **315 W MISSION ST** (MST2002-00693) **Contact:** Modification Hearing Officer

APN #: 025-352-005 **Zone:** R-4 **Residential Units:** Existing: 2 Demolished: 1 Net New: 2 Total: 4

Proposal to construct a 1,945 square foot, two-story building with an attached, three-car garage resulting in three new units, and to remodel an existing 1,200 square foot, one-story unit and detached, three-car garage on an existing 7,879 square foot lot. The proposal includes the demolition of an 800 square foot, one-story unit at the rear of the lot, and a one-car garage.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

21) **1523 OLIVE ST** (MST2000-00114) **Contact:** Colette Phillippi

APN #: 027-252-008 Zone: R-3 Residential Units: Existing: 2 Demolished: 2 Net New: 4 Total: 6

Proposal for a condominium subdivision comprising six new three-story condominiums with six two-car garages and two uncovered parking spaces on a 16,421 square foot lot. Included in the proposal are 1,139 cubic yards of grading and the demolition of two existing residences. Modifications are requested for encroachments into the required interior and front yard setbacks.

22) **318 W PEDREGOSA ST** (MST2002-00817) **Contact:** ABR Staff

APN #: 025-352-017 Zone: R-4 Residential Units: Existing: 1 Net New: 3 Total: 4

Proposal to construct a 1,983 square foot one- and two-story addition to an existing 1,420 square foot one-story residence on a 9,597 square foot lot. The addition will result in three additional residential units above the three proposed two-car garages. There is an existing two-car garage at the rear of the lot, which is proposed to remain.

23) **319 W PEDREGOSA ST** (MST2002-00464) **Contact:** Jessica Grant

APN #: 027-012-003 Zone: R-4 Residential Units: Existing: 1 Demolished: 1 Net New: 5 Total: 6

The proposed project involves the construction of six condominiums consisting of three two-bedroom units and three one-bedroom units on 12,864 square foot lot. The proposal includes twelve parking spaces and the demolition of the existing single-family residence and garage.

24) **328 W PEDREGOSA ST** (MST2002-00152) **Contact:** Roxanne Milazzo

APN #: 025-352-019 Zone: R-4 Residential Units: Existing: 1 Net New: 1 Total: 2

This is a revised project. Proposal to construct a 613 square foot second-story residence above a new 468 square foot two-car garage and a new 200 square foot one-car carport on a 4,260 square foot lot. There is an existing 1,030 square foot single-story residence on site. The project includes the demolition of the existing garage. A modification is requested for the reduction of one parking space.

25) **1318 SAN ANDRES ST** (MST2002-00190) **Contact:** Trish Allen

APN #: 039-101-008 Zone: R-3 Residential Units: Existing: 2 Demolished: 2 Net New: 3 Total: 5

Proposal to construct five, two-story, condominium units, ranging in size from 583 square feet to 1,151 square feet. There are four, two-car garages and one, one-car garage proposed. The project was approved by the Planning Commission, granting front-yard setback and parking modifications.

26) **624 W SOLA ST** (MST2001-00335) **Contact:** Renee Brooke

APN #: 039-041-010 Zone: C-P Residential Units: Existing: 1 Net New: 2 Total: 3

Proposal to merge two lots (APNs 039-041-011 and 039-041-010) resulting in a one-lot subdivision of a 7,500 square foot lot for three condominium units. A 60 square foot addition is proposed for the existing 875 square foot residence at 1402 San Andres, which would be converted into a condominium. This proposal also includes two new condominium units at the rear of the lot of approximately 1,000 square feet each with an attached 400 square-foot two-car garage. Four uncovered parking spaces are also proposed.

27) **411 W VALERIO ST** (MST2003-00521) **Contact:** Roxanne Milazzo

APN #: 027-161-002 Zone: R-4 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal to demolish the existing 200 square foot, one-car garage; and construct a four-car carport and new 1,036 square foot, two-bedroom unit above the carport. The new unit will be attached to the rear of the existing 742 square foot, one-story residence on a 5,000 square foot lot.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

28) 210 W VICTORIA ST (MST2002-00380) **Contact:** Beatriz Ramirez

APN #: 039-121-013 **Zone:** C-2 **Residential Units:** **Existing:** 10 **Net New:** 6 **Total:** 16

Proposal to construct a 4,361 square foot, two-story, multi-family residential structure resulting in six new affordable units to the rear of a 21,384 square foot lot. The lot is currently developed with ten one-bedroom residential units totaling 6,660 square feet. The project includes a 20-space parking lot to be accessed from a private alley off of West Sola Street.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

29) **26 W ANAPAMU ST** (MST2001-00661) **Contact:** Marisela G. Salinas

APN #: 039-181-021 Zone: C-2 Residential Units: Net New: 1 Total: 1

Proposal to convert 1,616 square feet of a commercial addition, which is currently under construction, to a condo. The 1,616 square feet of commercial square footage from the fourth floor will be transferred to the basement area, which was supposed to be infilled under MST2001-00179. The basement will be used as office space. Part of the basement will still have to be infilled so the property does not exceed the 3,000 square foot maximum per Measure E. There is no net new commercial square footage proposed with this project.

30) **1727 CALLE BOCA DEL CANON** (MST2001-00106) **Contact:** Jaime Limón

APN #: 041-052-065 Zone: R-1 Residential Units: Net New: 1 Total: 1

Proposal to construct a new 941 square foot, two-story residence with an attached 242 square foot, one-car garage and a detached one-car carport on a 6,640 square foot vacant lot in the Hillside Design District.

31) **3235 CAMPANIL DR** (MST2002-00263) **Contact:** ABR Staff

APN #: 047-104-011 Zone: A-1 Residential Units: Net New: 1 Total: 1

This is a revised project. Proposal to construct a 4,610 square foot, two-story residence with a finished understory and an attached 750 square foot garage located on a vacant 40,708 square foot lot located in the Hillside Design District. The proposal also includes a swimming pool and 325 cubic yards of grading outside the building footprint.

32) **3335 CLIFF DR** (MST2002-00822) **Contact:** Renee Brooke

APN #: 047-082-016 Zone: A-1/SD-3 Residential Units: Net New: 1 Total: 1

Review After Final changes including upper story deck, railing, and hot tub. The previously approved project was for the construction of a 3,420 square foot two-story single-family residence and an attached 750 square foot three-car garage on a 63,162 square foot lot in the Hillside Design District and Appealable Jurisdiction of the Coastal Zone. The proposal includes the demolition of two storage sheds within the interior-yard setback. The site is currently developed with a 1,050 square foot barn, which is proposed to remain. Planning Commission approval for a Coastal Development Permit is required.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

33) **1708 DE LA VINA ST** (MST2001-00205) **Contact:** ABR Staff

APN #: 027-092-018 Zone: R-4 Residential Units: Existing: 1 Net New: 2 Total: 3

This is a proposal to demolish an existing detached garage and to construct a 2,791 square foot, two-unit condominium with an attached 800 square foot garage, located on a 7,750 square foot lot that also contains an existing 1,357 square foot residence that will be converted into a condominium.

34) **2127 DE LA VINA ST** (MST2001-00899) **Contact:** ABR Staff

APN #: 025-232-003 Zone: R-4 Residential Units: Existing: 3 Net New: 1 Total: 4

Proposal for a new 1,734 square foot second-story residential unit and 228 square feet of first-story additions. The new unit will be built over the existing 1,476 square foot residence in the front of the 11,950 square foot lot. The property is also developed with a 2,658 square foot duplex in the rear of the lot. Eight parking spaces will be provided on site.

35) **2316 DE LA VINA ST** (MST2002-00412) **Contact:** Trish Allen

APN #: 025-113-020 Zone: R-4 Residential Units: Existing: 1 Demolished: 1 Net New: 3 Total: 4

Proposal to demolish the existing 1,414 square foot, single-story residence and 400 square foot, two-car garage and to construct four new 741 square foot, two-story condominiums with six covered parking spaces. The six parking spaces will be provided by three 473 square foot, two-car garages.

36) **2420 DE LA VINA ST** (MST2002-00234) **Contact:** ABR Staff

APN #: 025-062-018 Zone: R-4 Residential Units: Existing: 1 Demolished: 1 Net New: 2 Total: 3

Proposal to demolish a 1,818 square foot single-family residence and construct a 3,930 square foot two-story triplex on an 8,629 square foot lot. The proposal includes a 460 square foot garage, a 230 square foot carport, and three uncovered parking spaces accessed from the public alley at the rear of the lot.

37) **2527 DE LA VINA ST** (MST2001-00820) **Contact:** Jacqueline Ellis

APN #: 025-022-005 Zone: R-4 Residential Units: Existing: 1 Demolished: 1 Net New: 2 Total: 3

Proposal to demolish an 849 square foot residential unit and to construct three two-story, single-family condominium units of approximately 1,120 square feet each with attached two-car garages on a 7,958 square foot lot.

38) **2307 EDGEWATER WAY** (MST2000-00494) **Contact:** Renee Brooke

APN #: 041-350-012 Zone: E-3/SD-3 Residential Units: Net New: 1 Total: 1

Proposal to construct a new 2,831 square foot, two-story residence with attached two-car garage on a vacant 7,640 square foot property located in the Hillside Design District.

39) **8 E FIGUEROA ST** (MST2002-00751) **Contact:** HLC Staff

APN #: 039-282-001 Zone: C-2 Residential Units: Net New: 2 Total: 2

Proposed conversion of 1,498 square feet of commercial space to a residential unit on the fourth floor of an existing 48,298 square foot building on a 10,700 square foot lot. An additional 3,190 square foot unit is proposed on the fourth floor. This structure is on the City Potential Historic Resources List.

40) **1734 GILLESPIE ST** (MST2002-00760) **Contact:** Roxanne Milazzo

APN #: 045-181-001 Zone: R-2 Residential Units: Net New: 2 Total: 2

Proposal to construct a 3,244 square foot, two-story duplex with two attached, two-car garages on a 6,000 square foot vacant lot. Modifications are requested for a reduction in the required open-yard area and to have one of the two-car garages encroach into the required front-yard setback.

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Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

41) **22 WISLAY ST** (MST2002-00132) **Contact:** ABR Staff

APN #: 027-031-017 Zone: R-4 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal to construct a two-story structure consisting of a 1,005 square foot residence above a 956 square foot, four-car garage located at the back of an 8,750 square foot lot. The existing 1,330 square foot, single-story residence is proposed to remain.

42) **234 WISLAY ST** (MST2002-00321) **Contact:** ABR Staff

APN #: 027-021-021 Zone: R-4 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal to alter a 2,736 square foot duplex that was created within a single-family residence on a 9,067 square foot lot. The exterior alterations on the site include two uncovered parking spaces and two covered parking spaces.

43) **1618 LAGUNA ST** (MST2001-00574) **Contact:** Renee Brooke

APN #: 027-202-024 Zone: R-3 Residential Units: Existing: 2 Demolished: 1 Net New: 1 Total: 3

Proposal to remodel an existing duplex into a single-condominium unit and add two units of approximately 1,600 square feet each, for a three-unit condominium project (net increase of one unit). An existing two-car garage would be removed and a total of six parking spaces would be provided, five covered and one uncovered, on a 12,401 square foot lot.

44) **1221 MANITOU LN** (MST2003-00423) **Contact:** ABR Staff

APN #: 041-010-037 Zone: Residential Units: Net New: 1 Total: 1

Proposal for a new 2,430 square foot single-story residence with an attached 483 square foot two-car garage on a 21,785 square foot vacant lot located in the Hillside Design District.

45) **1223 MANITOU LN** (MST2003-00102) **Contact:** ABR Staff

APN #: 041-010-038 Zone: R-1 Residential Units: Net New: 1 Total: 1

This is a revised project. Proposal to construct a new 3,000 square foot, two-story residence with an attached 525 square foot garage on a 12,497 square foot vacant lot located in the Hillside Design District. A modification is requested to allow the garage to exceed 500 square feet.

46) **3475 MARINA DR** (MST2000-00300) **Contact:** Laurie Owens

APN #: 047-022-003 Zone: A-1/SD-3 Residential Units: Net New: 1 Total: 1

Proposal to construct a new 5,520 square foot, one-story residence with an attached three-car garage, new swimming pool and tennis court on a vacant 58,830 square foot lot.

47) **2520 MODOC RD** (MST2000-00241) **Contact:** Mariscla G. Salinas

APN #: 049-091-008 Zone: E-3/PUD Residential Units: Existing: 7 Demolished: 7 Net New: 18 Total: 25

Proposal for a lot merger and 28-lot subdivision/planned residence development. The proposed lot sizes range from 6,400 to 9,800 square feet. Common open space areas are also proposed in three additional lots. The project requires Planning Commission approval for a Tentative Subdivision Map, several modifications including front-yard encroachments, and a reduction in the distance between the buildings located on lot Nos. 1 and 2.

48) **612 MULBERRY AVE** (MST2000-00837) **Contact:** Modification Hearing Officer

APN #: 043-221-012 Zone: R-3 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal to demolish an existing one-car garage and a laundry room, and to construct a new, 400 square foot, two-car garage with a new 400 square foot studio residential unit above, with a breezeway connecting the new structure to the existing house.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

49) 327 W PADRE ST (MST2002-00459) **Contact:** Modification Hearing Officer

APN #: 025-292-002 **Zone:** R-4 **Residential Units:** Existing: 1 Net New: 1 Total: 2

This is a revised project. Proposal to construct a 704 square foot, second-story addition resulting in a second residential unit above an existing three-car garage. The new additions will be attached by a one-car carport to the existing 1,277 square foot, single-story residence to create a duplex on a 4,950 square foot lot. A modification of the required 10-percent open space is being requested. A previous project was reviewed under MST2000-00239.

50) 715 E PEDREGOSA ST (MST2001-00602) **Contact:** Modification Hearing Officer

APN #: 025-404-017 **Zone:** R-2 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to remodel and to construct an addition of 1,853 square feet to an existing 1,576 square foot residence with a 974 square foot garage to remain on a 9,041 square foot lot located in the Hillside Design District. A new 1,575 square foot residence and 406 square foot garage is also included in the proposal.

51) 1108 SAN ANDRES ST (MST2002-00105) **Contact:** ABR Staff

APN #: 039-201-014 **Zone:** R-3 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to construct a 2,068 square foot, two-story residence with an attached 507 square foot, two-car garage at the rear of a 7,200 square foot lot. The site is currently developed with an existing 950 square foot residence. The project includes the demolition of an existing detached one-car garage. Two uncovered parking spaces are proposed as part of the project.

52) 1349 SKYLINE WY (MST2003-00837) **Contact:** Adam Nares

APN #: 041-155-003 **Zone:** E-1 **Residential Units:** Net New: 1 Total: 1

Dummy case to track New SFR.

53) 808 W VALERIO ST (MST2003-00842) **Contact:** ABR Staff

APN #: 043-182-010 **Zone:** R-2 **Residential Units:** Existing: 1 Net New: 1 Total: 2

Proposal to convert 692 square feet of an existing single family dwelling to an accessory dwelling unit on a 5,275 square foot lot. The proposal includes upgrading utilities to allow separate meters for the new unit.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

54) **1225 ANACAPA** (MST2002-00373) Contact: Trish Allen

APN #: 039-183-034 Zone: C-2 Residential Units: Net New: 8 Total: 8

Revised proposal for eight new 526 square foot and four new 506 square foot residential units adjacent to Parking Lot 6. The proposal has changed from a two-story to a three-story project. The total square footage for the residential portion has increased from 4,528 to 6,870 square feet.

55) **1924 BATH ST** (MST2003-00637) Contact: Jessica W Grant

APN #: 025-361-009 Zone: R-4 Residential Units: Existing: 2 Net New: 2 Total: 4

The project consists of a proposal to construct two new condominiums and convert two existing single family residences to condominiums on a 10,310 square foot lot. The two proposed units are currently in plan check as rental units (MST2003-00008/BLD2003-01162). Building permits, BLD2003-01873 and BLD2003-02194, have been issued for remodels of the existing units, A & B.

56) **1935 BATH ST** (MST2002-00620) Contact: ABR Staff

APN #: 025-352-006 Zone: R-4 Residential Units: Existing: 1 Net New: 3 Total: 4

Demolish existing 132 square foot garage and construct a two story addition to an existing 1,332 square foot single-family residence on a 3,630 square foot lot. The addition will result in three new apartments constructed over five carports. Two additional uncovered parking spaces are proposed.

57) **1729 CALLE BOCA DEL CANON** (MST96-00207) Contact: ABR Staff

APN #: 041-052-007 Zone: RETIRED Residential Units: Net New: 1 Total: 1

Proposed new 2,510 square foot, two-story residential unit with attached garage addition on an 8,671 square foot lot at 1727 Calle Boca del Canon (APN# 41-052-08). This project also includes the conversion of a 632 square foot residence to a two-car garage and accessory space over a property line at 1729 Calle Boca del Canon (APN# 41-052-07). Both lots are located in the Hillside Design District.

58) **1642 CALLE CANON** (MST2003-00674) Contact: Trish Allen

APN #: 041-140-008 Zone: A-2 Residential Units: Net New: 1 Total: 1

SEE MST 99-00606 FOR PLANNING COMMISSION REVIEWS AND APPROVALS FOR THE SUBDIVISION.
Proposal for a new 3,[illegible]1 square foot residence with a 443 square foot attached garage on a 2.85 acre lot located in the Hillside Design District.

59) **1654 CALLE CANON** (MST2003-00675) Contact: Trish Allen

APN #: 041-140-009 Zone: A-2 Residential Units: Net New: 1 Total: 1

SEE MST 99-00606 FOR PLANNING COMMISSION REVIEWS AND APPROVALS FOR THE SUBDIVISION.
Proposal for a new 3,[illegible]1 square foot residence with an attached 525 square foot garage on a 3.05 acre lot in the Hillside Design District.

60) **29 W CALLE LAURELES** (MST2002-00575) Contact: Brent Hurwitz

APN #: 051-122-004 Zone: C-2/SD-2 Residential Units: Net New: 5 Total: 5

Proposal for five, new, three-story, two-bedroom condominium units above a new parking structure, on a 17,400 square foot lot with an existing 6,580 square foot commercial building.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

61) **315 W CARRILLO ST** (MST2003-00471) **Contact:** Jessica Grant

APN #: 039-302-030 Zone: C-2 **Residential Units:** Net New: 61 Total: 61

Proposal for construction of 61 efficiency units and one manager's unit on a site consisting of three parcels totaling 21,740 square feet. Two existing commercial buildings totaling 1,736 square feet are proposed to be demolished. The proposed units would be 215 square feet in size and restricted to affordable rental housing households at or below eighty percent (80%) of area median income. The building is proposed at two and three stories in height and would contain 2,051 square feet of common building area for program services, storage and laundry facilities, 5,759 square feet of landscaped courtyards, and a 3,000 square foot deck on the second level. Seventeen parking spaces are proposed in a parking garage located at grade level. Modifications of lot area, minimum unit size, parking, distance between buildings and setbacks are being requested.

62) **1812 CASTILLO ST** (MST2004-00226) **Contact:** ABR Staff

APN #: 027-012-022 Zone: R-4 **Residential Units:** Existing: 2 Demolished: 1 Net New: 3 Total: 5

Proposal to reinstate approval granted under MST1999-00364 which expired October 2003. Proposal to demolish an existing residence and construct two new two-story duplexes (totalling 3,280 square feet) to the rear of an existing 1,032 square foot, single-story residence on an 11,250 square foot lot. The proposal includes a total of nine parking spaces consisting of four uncovered parking spaces and five covered spaces.

63) **1818 CASTILLO ST** (MST2003-00887) **Contact:** ABR Staff

APN #: 027-012-023 Zone: R-4 **Residential Units:** Existing: 1 Net New: 5 Total: 6

Proposal to construct a 3,029 square foot two-story apartment building consisting of five one-bedroom apartments above the three two-car garages and four one-car garages. The proposed building is to be located behind an existing 1,179 square foot one-story residence on a 12,976 square foot lot. An existing detached garage will be demolished as part of the proposal.

64) **1919 CASTILLO ST** (MST2003-00585) **Contact:** Modification Hearing Officer

APN #: 025-351-006 Zone: R-4 **Residential Units:** Existing: 2 Net New: 2 Total: 4

Proposal to construct a 2,485 square foot, detached duplex consisting of two, residential units above five, one-car garages at the rear of a 9,108 square foot lot. The proposal includes the demolition of the existing, detached, four-car garage. The existing 2,078 square foot duplex at the front of the lot is proposed to remain unaltered.

65) **2113 CASTILLO ST** (MST2004-00314) **Contact:** Unassigned

APN #: 025-221-011 Zone: R-3 **Residential Units:** Existing: 2 Demolished: 2 Net New: 2 Total: 4

Proposal for four new one-bedroom condominiums with four covered and two uncovered parking spaces on a 6,750 square foot lot. The two existing dwellings and four car garage are proposed to be demolished. planning Commission approval is required for a tentative subdivision map.

66) **2117 CASTILLO ST** (MST2004-00315) **Contact:** Unassigned

APN #: 025-221-010 Zone: R-3 **Residential Units:** Existing: 1 Demolished: 1 Net New: 1 Total: 2

Proposal for two new two-bedroom condominiums with two two-car attached garages. The existing dwelling and shed are proposed to be demolished. Planning Commission approval is required for a tentative subdivision map.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

67) **8 E FIGUEROA ST** (MST2003-00880) **Contact:** HLC Staff

APN #: 039-282-001 Zone: C-2 Residential Units: Net New: 2 Total: 2

Proposed conversion of 1,498 square feet of commercial space to a residential unit on the fourth floor of an existing 48,298 square foot building on a 10,700 square foot lot. An additional 3,190 square foot unit is proposed on the fourth floor. This structure is on the City Potential Historic Resources List.

68) **821 W FIGUEROA ST** (MST99-00435) **Contact:** Jessica W. Grant

APN #: 039-241-012 Zone: A-1/R-2 Residential Units: Existing: 3 Net New: 1 Total: 4

The site contains a Structure of Merit. This is a revised proposal to construct a two-story 1,516 square foot residence with an attached 485 square foot garage and a 465 square foot accessory space above a 465 square foot garage on a 1.24 acre lot. There is 120 cubic yards of grading proposed. The site is split zoned with partial A-1 and R-2 zoning. There are three existing residences on the lot. The project has added a swimming pool.

69) **115 W ISLAY ST** (MST2002-00488) **Contact:** Trish Allen

APN #: 027-092-005 Zone: R-4 Residential Units: Existing: 2 Demolished: 2 Net New: 1 Total: 3

Proposal to construct a 5,752 square foot, two-story, multi-residential building resulting in three condominiums with three attached two-car garages on a 7,500 square foot lot. The existing 1,700 square foot, one-story duplex and detached garage/storage buildings are proposed to be demolished.

70) **900 - 1100 LAS POSITAS RD** (MST99-00608) **Contact:** Renee Brooke

APN #: 047-010-016 Zone: COUNTY Residential Units: Net New: 24 Total: 24

The project consists of the annexation of approx. 50 acres. A subdivision and development is proposed on approximately 15 acres. The remaining 35 acres would remain in open space. The subdivision would create 28 lots, 24 for residential development, and four for open space. The residential lot sizes would range from approx. 5,700 sf to 15,300 sf. Unit size ranges from 1,100 sf for the four-plex units to 3,500 sf plus 300 accessory space for the sfr's. Two covered parking spaces are proposed for the sfr and duplex and nine uncovered parking spaces are proposed for the four-plex. The existing natural bio-swale would be relocated and incorporated into the drainage plan. Approximately 175 of the existing approximately 240 trees would be removed as part of the project. 812 new trees would be planted. All new development is proposed at least 50-feet from the top of the existing creek bank. Non-native/exotic invasive plants would be removed within the creek area along both sides of the creek and the creek buffer area would be planted with native plants and trees. Creek bank repair is proposed in two locations. Approx. 14,050 c.y. of cut and 13,905 c.y. of fill would be necessary for the project improvements. In addition, approx. 102,900 c.y. of cut and 102,900 c.y. of fill would be necessary for the buttress fill and geology work.

71) **401 LAS POSITAS RD** (MST1999-00940) **Contact:** Renee Brooke

APN #: 047-093-004 Zone: COUNTY Residential Units: Net New: 1 Total: 1

Proposal for annexation and construction of a new 3,341 square-foot single family residence with a 507 square-foot attached garage, on an existing 1.56-acre lot. The project requires a Coastal Development permit to allow the new development in the Coastal Zone.

72) **116 W LOS OLIVOS ST C** (MST2003-00590) **Contact:** Kathleen Kennedy

APN #: 025-183-013 Zone: R-4 Residential Units: Existing: 1 Demolished: 1 Net New: 3 Total: 4

Proposal for four new condominium units. An existing single family residence is currently situated on the site and is proposed for demolition.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

73) 601 E MICHELTORENA ST (MST2003-00827) **Contact:** Jessica W. Grant

APN #: 027-270-030 Zone: C-O Residential Units: Net New: 115 Total: 115

The proposed St. Francis Residential Project is located on a 5.94-acre site that is bounded by Grand Avenue on the north, Micheltorena Street on the south, California Street on the east and Arrellaga Street on the west. The proposed St. Francis Residential Project would remove the existing St. Francis Hospital buildings, totaling approximately 189,000 square feet, and replace them with 115 residential condominiums that would be occupied by Cottage Hospital Employees.
The applications required to carry out this project are expected to be a Tentative Subdivision Map, Final Map and Lot Merger, Rezone to adjust the C-O/R-2 zone line to follow the proposed property lines, and Lot Area Modification.

74) 1240 W MICHELTORENA ST (MST2003-00458) **Contact:** ABR Staff

APN #: 041-101-010 Zone: R-1 Residential Units: Net New: 1 Total: 1

This is a revised project. Proposal for a 1,364 square foot, three-story residence with an attached, 478 square foot garage on a 5,723 square foot vacant lot, located in the Hillside Design District. The proposal includes approximately 338 cubic yards of grading under the main building footprint of the structure, and approximately 53 cubic yards of grading is proposed outside the main footprint. A modification is requested for an encroachment into the required front yard. Additionally, an encroachment permit will be required to allow improvements within the public right-of-way.

75) 624 MULBERRY AVE (MST2004-00107) **Contact:** Kathleen Kennedy

APN #: 043-221-015 Zone: R-3 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal for a new 851 square foot two-story condominium unit and a new 473 square foot attached two-car garage. The existing single-family dwelling of approximately 690 square feet is proposed to be converted to a condominium unit. A common storage area and two uncovered parking spaces are also proposed on the 5,122 square foot lot.

76) 2528 ORELLA ST (MST2002-00763) **Contact:** ABR Staff

APN #: 025-022-022 Zone: R-3 Residential Units: Existing: 1 Demolished: 1 Net New: 2 Total: 3

Proposal to construct a 3,634 square foot, two-story triplex with two attached one-car garages and four uncovered parking spaces on a 6,440 square foot lot. The existing 1,304 square foot residential unit with a detached 314 square foot garage is proposed to be demolished.

77) 223 W PEDREGOSA ST (MST2004-00152) **Contact:** Allison DeBusk

APN #: 027-021-002 Zone: R-4 Residential Units: Existing: 1 Demolished: 1 Net New: 2 Total: 3

Proposal for PRT for three new two-story condominium units approximately 1,350 square feet each with attached two-car garages, and demolition of an existing single family residence and garage.

78) 1008 W PEDREGOSA ST (MST2002-00014) **Contact:** ABR Staff

APN #: 043-112-008 Zone: R-1 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal to convert a 400 square foot second story bedroom to a secondary dwelling unit, enlarge the first floor bedroom, remove "as-built" improvements, addition to single car garage. Re-install garage door and return to garage use. Project requires Planning Commission approval for a CUP for a secondary dwelling unit in the R-1 Zone.

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Projects with Net New Residential Units for the Cottage Hospital Traffic Study

(Pending, Approved, or Building Permit Issued)

79) 1204 SAN ANDRES ST (MST2003-00830) Contact: ABR Staff

APN #: 039-151-007 Zone: R-3 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal to construct a new attached residential unit to an existing 1,574 square foot single-story residence. The new residence is proposed to be 1,500 square feet with an attached two-car garage on a 5,600 square foot lot.

80) 1516 SAN ANDRES ST (MST2003-00870) Contact: ABR Staff

APN #: 043-251-020 Zone: R-3 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal to construct a new 1,862 square foot two-story residence with two bedrooms, one detached unit, and a two-car garage on a 6,875 square foot lot. The proposal includes the removal of a two-car garage and two-car carport. An existing three-bedroom single-family residence is proposed to remain on the lot.

81) 219 W SOLA ST (MST2000-00744) Contact: Beatriz Ramirez

APN #: 039-121-014 Zone: R-4 Residential Units: Net New: 6 Total: 6

PRT review for six proposed new low-income units to be located on a 7,297 square foot interior lot with alley access off Sola Street at two locations. Lot area and setback modifications will be required for approval. An existing one-story structure containing 10 garage/storage units is proposed to be demolished.

82) 2550 TREASURE DR (MST2003-00707) Contact: Trish Allen

APN #: 051-330-003 Zone: E-3/SD-2 Residential Units: Existing: 282 Demolished: Net New: 19 Total: 301

Proposal for a PRT for a Master Plan for Samarkand Senior Housing remodel.

83) 1533 W VALERIO ST (MST2003-00338) Contact: Allison DeBusk

APN #: 041-071-031 Zone: A-2/R-1 Residential Units: Existing: 1 Net New: 1 Total: 2

Proposal for a two-lot subdivision of a 3.45-acre lot resulting in two 75,140 square-foot lots, and a 5,056 square foot three-story residence with an attached 1,014 square foot garage located in the Hillside Design District. The proposal includes a 1,575 square foot accessory space. The existing single-family residence currently occupies the property, which is proposed to remain.

84) 1235 VERONICA SPRINGS ROAD (MST2003-00793) Contact: Renee Brooke

APN #: 047-010-039 Zone: COUNTY Residential Units: Existing: 1 Demolished: Net New: 177 Total: 178

Proposal to annex the property, demolish the existing 28,700 square foot Hillside House facility and all accessory buildings, construct 178 new dwelling units, administration office, community center, leasing and management office, non-profit lease space, and therapy pool.

85) 1621 VILLA AVE (MST2004-00313) Contact: Roxanne Milazzo

APN #: 043-211-006 Zone: R-2 Residential Units: Existing: 1 Net New: 1 Total: 2

Nick does not meet solar and will redraw and submitt tomorrow MEMProposal for a new 400 square foot accessory dwelling unit above an existing garage. A modification is required for the new garage to be brought up to code within the required interior yard setback. Also proposed is a 185 square foot first floor and 338 square foot second floor addition to the existing 959 square foot dwelling.

86) 26 WADE CT (MST2003-00139) Contact: ABR Staff

APN #: 047-091-030 Zone: A-1/SD-3 Residential Units: Net New: 1 Total: 1

This is a revised project. Proposed construction of a 4,076 square foot, three-story residence with an attached 1,110 square foot, two-car garage on a 51,546 square foot vacant lot, located in the Hillside Design District. There is approximately 648 cubic yards of proposed grading outside of the main-building footprint.

Projects with Net New Residential Units for the Cottage Hospital Traffic Study
(Pending, Approved, or Building Permit Issued)

**Please note that subdivisions that don't include the development of thre residences at this time have also been included.
**Also note thatt residential :are facilities have also been included in the report eventhough no "residential units" persue are being constructed.

Appendix E

Santa Barbara Cottage Hospital Foundation
Workforce Housing Project

Construction Health Risk Assessment

Appendix E

Please refer to Master Response No. 1 in Final EIR Volume III (Responses to Comments). The Santa Barbara County Air Pollution Control District (APCD) has determined that it is not appropriate for the Final EIR to provide an evaluation of potential project-related cancer risk from short-term construction equipment emissions of diesel particulate matter. Therefore, the original Health Risk Analysis, dated December 15, 2004, has been removed from the Final EIR. The original Health Risk Analysis may be reviewed during office hours at the Santa Barbara City Planning Department.

With the concurrence of the APCD, a more appropriate evaluation of potential project-related chronic non-cancer health effects that have the potential to occur as a result of project-related emissions of diesel exhaust from construction equipment has been included in the Final EIR. This Health Risk Analysis is provided in Volume III of the Final EIR.

Appendix F

Santa Barbara Cottage Hospital Foundation
Workforce Housing Project

Air Quality Emission Estimate Worksheets

DA-1

URBEMIS 2002 For Windows 7.5.0

ile Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 1const mit revised.urb
roject Name: Cottage construction
roject Location: Santa Barbara County
n-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

ONSTRUCTION EMISSION ESTIMATES

*** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	11.91	97.99	86.20	0.13	11.71	4.33	7.38
TOTALS (lbs/day, mitigated)	11.91	80.37	86.14	0.13	9.91	2.53	7.38

DA-1

URBEMIS 2002 For Windows 7.5.0

ile Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 1const mit revised.urb
roject Name: Cottage construction
roject Location: Santa Barbara County
n-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

ONSTRUCTION EMISSION ESTIMATES

*** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	0.59	4.15	4.68	0.00	0.23	0.14	0.09
TOTALS (tpy, mitigated)	0.59	3.47	4.68	0.00	0.14	0.05	0.09

DA - 1

URBEMIS 2002 For Windows 7.5.0

ile Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 1const mit revised.urb
roject Name: Cottage construction
roject Location: Santa Barbara County
n-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

onstruction Start Month and Year: January, 2006
onstruction Duration: 9.4
otal Land Use Area to be Developed: 2 acres
aximum Acreage Disturbed Per Day: 2 acres
ingle Family Units: 0 Multi-Family Units: 35
etail/Office/Institutional/Industrial Square Footage: 0

ONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
ase 1 - Demolition Emissions							
gitive Dust	-	-	-	-	7.34	-	7.34
f-Road Diesel	11.09	88.06	79.46	-	4.06	4.06	0.00
n-Road Diesel	0.61	9.53	2.38	0.13	0.29	0.26	0.03
orker Trips	0.21	0.40	4.36	0.00	0.02	0.01	0.01
Maximum lbs/day	11.91	97.99	86.20	0.13	11.71	4.33	7.38
ase 2 - Site Grading Emissions							
gitive Dust	-	-	-	-	0.00	-	0.00
f-Road Diesel	7.88	56.91	60.39	-	2.42	2.42	0.00
n-Road Diesel	0.27	4.16	1.04	0.06	0.12	0.11	0.01
orker Trips	0.06	0.04	0.76	0.00	0.01	0.00	0.01
Maximum lbs/day	8.21	61.11	62.19	0.06	2.55	2.53	0.02
ase 3 - Building Construction							
dg Const Off-Road Diesel	4.43	29.22	36.01	-	1.15	1.15	0.00
dg Const Worker Trips	0.08	0.05	0.96	0.00	0.01	0.00	0.01
rch Coatings Off-Gas	0.00	-	-	-	-	-	-
rch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
sphalt Off-Gas	0.00	-	-	-	-	-	-
sphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
sphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
sphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.51	29.27	36.97	0.00	1.16	1.15	0.01
Max lbs/day all phases	11.91	97.99	86.20	0.13	11.71	4.33	7.38

ase 1 - Demolition Assumptions
tart Month/Year for Phase 1: Jan '06
ase 1 Duration: 1.1 months
ilding Volume Total (cubic feet): 433422.08
ilding Volume Daily (cubic feet): 17479.28
n-Road Truck Travel (VMT): 324
f-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	2.0
4	Other Equipment	190	0.620	8.0
3	Tractor/Loaders/Backhoes	79	0.465	10.0

ase 2 - Site Grading Assumptions
tart Month/Year for Phase 2: Feb '06
ase 2 Duration: 0.9 months
n-Road Truck Travel (VMT): 142
f-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Crawler Tractors	143	0.575	3.0
1	Excavators	180	0.580	4.0
1	Graders	174	0.575	4.0
1	Rollers	114	0.430	3.0
1	Rubber Tired Dozers	352	0.590	8.0
2	Trenchers	82	0.695	4.0

ase 3 - Building Construction Assumptions
tart Month/Year for Phase 3: Mar '06
ase 3 Duration: 7.4 months
Start Month/Year for SubPhase Building: Mar '06

DA-1

SubPhase Building Duration: 7.4 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	3.0
1	Pavers	132	0.590	2.0
1	Rollers	114	0.430	3.0
3	Rough Terrain Forklifts	94	0.475	7.0
1	Rubber Tired Loaders	165	0.465	3.0
2	Tractor/Loaders/Backhoes	79	0.465	4.0

SubPhase Architectural Coatings Turned OFF
SubPhase Asphalt Turned OFF

ONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
hase 1 - Demolition Emissions							
ugitive Dust	-	-	-	-	7.34	-	7.34
ff-Road Diesel	11.09	70.45	79.46	-	0.81	0.81	0.00
n-Road Diesel	0.61	9.53	2.38	0.13	0.29	0.26	0.03
orker Trips	0.21	0.39	4.30	0.00	0.02	0.01	0.01
Maximum lbs/day	11.91	80.37	86.14	0.13	8.46	1.08	7.38
hase 2 - Site Grading Emissions							
ugitive Dust	-	-	-	-	0.00	-	0.00
ff-Road Diesel	7.88	56.91	60.39	-	2.42	2.42	0.00
n-Road Diesel	0.27	4.16	1.04	0.06	0.12	0.11	0.01
orker Trips	0.06	0.04	0.76	0.00	0.01	0.00	0.01
Maximum lbs/day	8.21	61.11	62.19	0.06	2.55	2.53	0.02
hase 3 - Building Construction							
ldg Const Off-Road Diesel	4.43	23.38	36.01	-	0.23	0.23	0.00
ldg Const Worker Trips	0.08	0.05	0.95	0.00	0.01	0.00	0.01
rch Coatings Off-Gas	0.00	-	-	-	-	-	-
rch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
sphalt Off-Gas	0.00	-	-	-	-	-	-
sphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
sphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
sphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.51	23.42	36.96	0.00	0.24	0.23	0.01
Max lbs/day all phases	11.91	80.37	86.14	0.13	9.91	2.53	7.38

onstruction-Related Mitigation Measures

Phase 1: Off-Road Diesel Exhaust: Use diesel particulate filter
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
Phase 1: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
  Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 1: Worker Trips: Use shuttle to retail establishments @lunch
  Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 3: Off-Road Diesel Exhaust: Use diesel particulate filter
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
Phase 3: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
  Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 3: Worker Trips: Use shuttle to retail establishments @lunch
  Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
Phase 3: Worker Trips: Use shuttle to retail establishments @lunch
  Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
Phase 3: Worker Trips: Use shuttle to retail establishments @lunch
  Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
ase 1 - Demolition Assumptions
art Month/Year for Phase 1: Jan '06
ase 1 Duration: 1.1 months
ilding Volume Total (cubic feet): 433422.08
ilding Volume Daily (cubic feet): 17479.28
-Road Truck Travel (VMT): 324
f-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	2.0

DA -1

4	Other Equipment	190	0.620	8.0
3	Tractor/Loaders/Backhoes	79	0.465	10.0

ase 2 - Site Grading Assumptions
art Month/Year for Phase 2: Feb '06
ase 2 Duration: 0.9 months
-Road Truck Travel (VMT): 142
f-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Crawler Tractors	143	0.575	3.0
1	Excavators	180	0.580	4.0
1	Graders	174	0.575	4.0
1	Rollers	114	0.430	3.0
1	Rubber Tired Dozers	352	0.590	8.0
2	Trenchers	82	0.695	4.0

ase 3 - Building Construction Assumptions
art Month/Year for Phase 3: Mar '06
ase 3 Duration: 7.4 months
Start Month/Year for SubPhase Building: Mar '06
SubPhase Building Duration: 7.4 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	3.0
1	Pavers	132	0.590	2.0
1	Rollers	114	0.430	3.0
3	Rough Terrain Forklifts	94	0.475	7.0
1	Rubber Tired Loaders	165	0.465	3.0
2	Tractor/Loaders/Backhoes	79	0.465	4.0

SubPhase Architectural Coatings Turned OFF
SubPhase Asphalt Turned OFF

DA-1

hanges made to the default values for Land Use Trip Percentages

hanges made to the default values for Construction

he user has overridden the Default Phase Lengths
emolition Truck Hauling Miles/Round Trip changed from 30 to 10
ite Grading Fugitive Dust Option changed from Level 1 to Level 3
ite Grading Truck Haul Capacity (yds3) changed from 20 to 10
hase 1 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
hase 1 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
hase 1 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.
hase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
hase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
hase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
hase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
hase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
hase 3 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.
hase 3 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.
hase 3 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.

DA-2

URBEMIS 2002 For Windows 7.5.0

ile Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 2 const mit revised.urb
roject Name: phase 2 construction
roject Location: Santa Barbara County
n-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

ONSTRUCTION EMISSION ESTIMATES

*** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	5.56	45.75	40.21	0.06	5.08	2.04	3.04
TOTALS (lbs/day, mitigated)	5.56	37.42	40.18	0.06	3.54	0.50	3.04

DA -2

URBEMIS 2002 For Windows 7.5.0

.le Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 2 const mit revised.urb
:oject Name: phase 2 construction
'oject Location: Santa Barbara County
ı-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

)NSTRUCTION EMISSION ESTIMATES

** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
'OTALS (tpy, unmitigated)	0.35	2.48	2.73	0.00	0.16	0.10	0.06
'OTALS (tpy, mitigated)	0.18	1.65	1.39	0.00	0.07	0.01	0.06

DA-2

URBEMIS 2002 For Windows 7.5.0

.le Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 2 const mit revised.urb
:oject Name: phase 2 construction
:oject Location: Santa Barbara County
ı-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

ɔnstruction Start Month and Year: February, 2006
ɔnstruction Duration: 7.6
ɔtal Land Use Area to be Developed: 0.5 acres
aximum Acreage Disturbed Per Day: 0.5 acres
ingle Family Units: 0 Multi-Family Units: 20
etail/Office/Institutional/Industrial Square Footage: 0

ONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
hase 1 - Demolition Emissions							
'ugitive Dust	-	-	-	-	3.02	-	3.02
)ff-Road Diesel	5.20	41.63	37.05	-	1.93	1.93	0.00
)n-Road Diesel	0.25	3.92	0.98	0.06	0.12	0.11	0.01
'orker Trips	0.11	0.20	2.18	0.00	0.01	0.00	0.01
Maximum lbs/day	5.56	45.75	40.21	0.06	5.08	2.04	3.04
'hase 2 - Site Grading Emissions							
'ugitive Dust	-	-	-	-	0.00	-	0.00
)ff-Road Diesel	4.21	26.55	35.00	-	0.99	0.99	0.00
)n-Road Diesel	0.24	3.74	0.93	0.05	0.11	0.10	0.01
'orker Trips	0.05	0.03	0.61	0.00	0.01	0.00	0.01
Maximum lbs/day	4.50	30.32	36.54	0.05	1.11	1.09	0.02
'hase 3 - Building Construction							
3ldg Const Off-Road Diesel	3.51	23.68	28.20	-	0.95	0.95	0.00
3ldg Const Worker Trips	0.04	0.02	0.47	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	3.56	23.70	28.67	0.00	0.96	0.95	0.01
Max lbs/day all phases	5.56	45.75	40.21	0.06	5.08	2.04	3.04

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Feb '06
Phase 1 Duration: 1.8 months
Building Volume Total (cubic feet): 251896
Building Volume Daily (cubic feet): 7187.5
On-Road Truck Travel (VMT): 133
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Other Equipment	190	0.620	8.0
2	Tractor/Loaders/Backhoes	79	0.465	6.5

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Mar '06
Phase 2 Duration: 1.0 months
On-Road Truck Travel (VMT): 128
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	3.0
1	Excavators	180	0.580	4.0
1	Graders	174	0.575	4.0
1	Rollers	114	0.430	4.0
1	Rubber Tired Loaders	165	0.465	4.0
1	Trenchers	82	0.695	6.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Apr '06
Phase 3 Duration: 4.8 months
Start Month/Year for SubPhase Building: Apr '06
SubPhase Building Duration: 4.8 months

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Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	3.0
1	Paving Equipment	111	0.530	2.0
1	Rollers	114	0.430	3.0
3	Rough Terrain Forklifts	94	0.475	5.0
1	Rubber Tired Loaders	165	0.465	3.0
2	Tractor/Loaders/Backhoes	79	0.465	2.5

SubPhase Architectural Coatings Turned OFF
SubPhase Asphalt Turned OFF

ONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
ase 1 - Demolition Emissions							
gitive Dust	-	-	-	-	3.02	-	3.02
f-Road Diesel	5.20	33.30	37.05	-	0.39	0.39	0.00
-Road Diesel	0.25	3.92	0.98	0.06	0.12	0.11	0.01
rker Trips	0.11	0.20	2.15	0.00	0.01	0.00	0.01
Maximum lbs/day	5.56	37.42	40.18	0.06	3.54	0.50	3.04
ase 2 - Site Grading Emissions							
gitive Dust	-	-	-	-	0.00	-	0.00
f-Road Diesel	4.21	21.24	35.00	-	0.20	0.20	0.00
-Road Diesel	0.24	3.74	0.93	0.05	0.11	0.10	0.01
rker Trips	0.05	0.03	0.60	0.00	0.01	0.00	0.01
Maximum lbs/day	4.50	25.01	36.53	0.05	0.32	0.30	0.02
ase 3 - Building Construction							
dg Const Off-Road Diesel	0.35	12.22	2.82	-	0.01	0.01	0.00
dg Const Worker Trips	0.04	0.02	0.47	0.00	0.01	0.00	0.01
ch Coatings Off-Gas	0.00	-	-	-	-	-	-
ch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
phalt Off-Gas	0.00	-	-	-	-	-	-
phalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
phalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
phalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.39	12.24	3.29	0.00	0.02	0.01	0.01
Max lbs/day all phases	5.56	37.42	40.18	0.06	3.54	0.50	3.04

nstruction-Related Mitigation Measures

hase 1: Off-Road Diesel Exhaust: Use diesel particulate filter
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
hase 1: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
hase 1: Worker Trips: Use shuttle to retail establishments @lunch
Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
hase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
hase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
hase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
hase 2: Off-Road Diesel Exhaust: Use diesel particulate filter
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
hase 2: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
hase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 3.0%)
hase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
hase 2: Worker Trips: Use shuttle to retail establishments @lunch
Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
hase 3: Off-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
hase 3: Off-Road Diesel Exhaust: Use diesel particulate filter
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
hase 3: Off-Road Diesel Exhaust: Use cooled exhaust gas recirculation(EGR)
Percent Reduction(ROG 90.0% NOx 40.0% CO 90.0% SO2 0.0% PM10 85.0%)
ase 1 - Demolition Assumptions
art Month/Year for Phase 1: Feb '06
ase 1 Duration: 1.8 months
ilding Volume Total (cubic feet): 251896

DA-2

ıilding Volume Daily (cubic feet): 7187.5
ı-Road Truck Travel (VMT): 133
:f-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Other Equipment	190	0.620	8.0
2	Tractor/Loaders/Backhoes	79	0.465	6.5

ıase 2 - Site Grading Assumptions
:art Month/Year for Phase 2: Mar '06
ıase 2 Duration: 1.0 months
ı-Road Truck Travel (VMT): 128
:f-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	3.0
1	Excavators	180	0.580	4.0
1	Graders	174	0.575	4.0
1	Rollers	114	0.430	4.0
1	Rubber Tired Loaders	165	0.465	4.0
1	Trenchers	82	0.695	6.0

ıase 3 - Building Construction Assumptions
:art Month/Year for Phase 3: Apr '06
ıase 3 Duration: 4.8 months
Start Month/Year for SubPhase Building: Apr '06
SubPhase Building Duration: 4.8 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	3.0
1	Paving Equipment	111	0.530	2.0
1	Rollers	114	0.430	3.0
3	Rough Terrain Forklifts	94	0.475	5.0
1	Rubber Tired Loaders	165	0.465	3.0
2	Tractor/Loaders/Backhoes	79	0.465	2.5

SubPhase Architectural Coatings Turned OFF
SubPhase Asphalt Turned OFF

- PA-2

ıanges made to the default values for Land Use Trip Percentages

ıanges made to the default values for Construction

ıe user has overridden the Default Phase Lengths
:molition Truck Hauling Miles/Round Trip changed from 30 to 10
.te Grading Fugitive Dust Option changed from Level 1 to Level 3
.te Grading Truck Haul Capacity (yds3) changed from 20 to 10
ıase 1 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
ıase 1 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
ıase 1 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.
ıase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
ıase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
ıase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
ıase 2 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
ıase 2 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
ıase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
ıase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.
ıase 2 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.
ıase 3 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
ıase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
ıase 3 mitigation measure Off-Road Diesel Exhaust: Use cooled exhaust gas recirculation(EGR)
has been changed from off to on.

DA·3

URBEMIS 2002 For Windows 7.5.0

.le Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 3 const mit revised.urb
:oject Name: phase 3 construction
:oject Location: Santa Barbara County
ı-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

)NSTRUCTION EMISSION ESTIMATES

:** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
'OTALS (lbs/day,unmitigated)	10.89	90.85	78.08	0.16	12.88	3.97	8.91
'OTALS (lbs/day, mitigated)	10.89	75.05	78.03	0.16	9.97	1.06	8.91

DA-3

URBEMIS 2002 For Windows 7.5.0

.le Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 3 const mit revised.urb
:oject Name: phase 3 construction
:oject Location: Santa Barbara County
ı-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

)NSTRUCTION EMISSION ESTIMATES

:** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
:OTALS (tpy, unmitigated)	0.57	4.15	4.43	0.00	0.37	0.16	0.21
:OTALS (tpy, mitigated)	0.57	3.34	4.43	0.00	0.24	0.03	0.21

DA-3

URBEMIS 2002 For Windows 7.5.0

ile Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 3 const mit revised.urb
roject Name: phase 3 construction
roject Location: Santa Barbara County
n-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

onstruction Start Month and Year: March, 2006
onstruction Duration: 10
otal Land Use Area to be Developed: 0.75 acres
aximum Acreage Disturbed Per Day: 0.75 acres
ingle Family Units: 0 Multi-Family Units: 20
etail/Office/Institutional/Industrial Square Footage: 0

ONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
hase 1 - Demolition Emissions							
ugitive Dust	-	-	-	-	8.86	-	8.86
ff-Road Diesel	9.96	79.00	71.39	-	3.64	3.64	0.00
n-Road Diesel	0.74	11.50	2.87	0.16	0.36	0.32	0.04
orker Trips	0.19	0.35	3.82	0.00	0.02	0.01	0.01
Maximum lbs/day	10.89	90.85	78.08	0.16	12.88	3.97	8.91
hase 2 - Site Grading Emissions							
ugitive Dust	-	-	-	-	0.00	-	0.00
ff-Road Diesel	3.66	22.21	31.13	-	0.79	0.79	0.00
n-Road Diesel	0.20	2.84	0.78	0.04	0.10	0.09	0.01
orker Trips	0.04	0.02	0.39	0.00	0.01	0.00	0.01
Maximum lbs/day	3.90	25.07	32.30	0.04	0.90	0.88	0.02
hase 3 - Building Construction							
ldg Const Off-Road Diesel	3.60	23.69	29.27	-	0.93	0.93	0.00
ldg Const Worker Trips	0.05	0.03	0.55	0.00	0.01	0.00	0.01
rch Coatings Off-Gas	0.00	-	-	-	-	-	-
rch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
sphalt Off-Gas	0.00	-	-	-	-	-	-
sphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
sphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
sphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	3.64	23.72	29.82	0.00	0.94	0.93	0.01
Max lbs/day all phases	10.89	90.85	78.08	0.16	12.88	3.97	8.91

hase 1 - Demolition Assumptions
tart Month/Year for Phase 1: Mar '06
hase 1 Duration: 2.1 months
uilding Volume Total (cubic feet): 402429.321
uilding Volume Daily (cubic feet): 21098.084
n-Road Truck Travel (VMT): 391
ff-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	2.0
4	Other Equipment	190	0.620	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0

hase 2 - Site Grading Assumptions
tart Month/Year for Phase 2: May '06
hase 2 Duration: 1.2 months
n-Road Truck Travel (VMT): 106
ff-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	4.0
1	Graders	174	0.575	4.0
1	Rollers	114	0.430	4.0
1	Rubber Tired Loaders	165	0.465	4.0
1	Trenchers	82	0.695	6.0

hase 3 - Building Construction Assumptions
tart Month/Year for Phase 3: Jun '06
hase 3 Duration: 6.7 months
Start Month/Year for SubPhase Building: Jun '06
SubPhase Building Duration: 6.7 months

PA-3

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	3.0
1	Pavers	132	0.590	2.0
1	Rollers	114	0.430	3.0
3	Rough Terrain Forklifts	94	0.475	5.0
1	Rubber Tired Loaders	165	0.465	3.0
2	Tractor/Loaders/Backhoes	79	0.465	2.5

SubPhase Architectural Coatings Turned OFF
SubPhase Asphalt Turned OFF

ONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
ıase 1 - Demolition Emissions							
ıgitive Dust	-	-	-	-	8.86	-	8.86
ff-Road Diesel	9.96	63.20	71.39	-	0.73	0.73	0.00
ı-Road Diesel	0.74	11.50	2.87	0.16	0.36	0.32	0.04
ırker Trips	0.19	0.35	3.77	0.00	0.02	0.01	0.01
Maximum lbs/day	10.89	75.05	78.03	0.16	9.97	1.06	8.91
ase 2 - Site Grading Emissions							
gitive Dust	-	-	-	-	0.00	-	0.00
f-Road Diesel	3.66	15.28	31.13	-	0.06	0.06	0.00
-Road Diesel	0.20	2.84	0.78	0.04	0.10	0.09	0.01
rker Trips	0.04	0.02	0.38	0.00	0.01	0.00	0.01
Maximum lbs/day	3.90	18.14	32.29	0.04	0.17	0.15	0.02
ase 3 - Building Construction							
dg Const Off-Road Diesel	3.60	18.95	29.27	-	0.19	0.19	0.00
dg Const Worker Trips	0.05	0.03	0.55	0.00	0.01	0.00	0.01
ch Coatings Off-Gas	0.00	-	-	-	-	-	-
ch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
phalt Off-Gas	0.00	-	-	-	-	-	-
phalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
phalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
phalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	3.64	18.98	29.82	0.00	0.20	0.19	0.01
Max lbs/day all phases	10.89	75.05	78.03	0.16	9.97	1.06	8.91

nstruction-Related Mitigation Measures

hase 1: Off-Road Diesel Exhaust: Use diesel particulate filter
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
hase 1: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
hase 1: Worker Trips: Use shuttle to retail establishments @lunch
Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
hase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
hase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
hase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
hase 2: Off-Road Diesel Exhaust: Use aqueous diesel fuel
Percent Reduction(ROG 0.0% NOx 14.0% CO 0.0% SO2 0.0% PM10 63.0%)
hase 2: Off-Road Diesel Exhaust: Use diesel particulate filter
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
hase 2: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
hase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 3.0%)
hase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
hase 2: Worker Trips: Use shuttle to retail establishments @lunch
Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
hase 3: Off-Road Diesel Exhaust: Use diesel particulate filter
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
hase 3: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
hase 3: Off-Road Diesel Exhaust: Use diesel particulate filter
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
hase 3: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)

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ıase 1 -· Demolition Assumptions
:art Month/Year for Phase 1: Mar '06
ıase 1 Duration: 2.1 months
ıilding Volume Total (cubic feet): 402429.321
ıilding Volume Daily (cubic feet): 21098.084
ı-Road Truck Travel (VMT): 391
:f-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	2.0
4	Other Equipment	190	0.620	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0

ıase 2 - Site Grading Assumptions
:art Month/Year for Phase 2: May '06
ıase 2 Duration: 1.2 months
ı-Road Truck Travel (VMT): 106
:f-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Excavators	180	0.580	4.0
1	Graders	174	0.575	4.0
1	Rollers	114	0.430	4.0
1	Rubber Tired Loaders	165	0.465	4.0
1	Trenchers	82	0.695	6.0

ıase 3 - Building Construction Assumptions
.art Month/Year for Phase 3: Jun '06
ıase 3 Duration: 6.7 months
Start Month/Year for SubPhase Building: Jun '06
SubPhase Building Duration: 6.7 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	3.0
1	Pavers	132	0.590	2.0
1	Rollers	114	0.430	3.0
3	Rough Terrain Forklifts	94	0.475	5.0
1	Rubber Tired Loaders	165	0.465	3.0
2	Tractor/Loaders/Backhoes	79	0.465	2.5

SubPhase Architectural Coatings Turned OFF
SubPhase Asphalt Turned OFF

QA-3

ıanges made to the default values for Land Use Trip Percentages

ıanges made to the default values for Construction

ıe user has overridden the Default Phase Lengths
emolition Truck Hauling Miles/Round Trip changed from 30 to 10
ıte Grading Fugitive Dust Option changed from Level 1 to Level 3
ıte Grading Truck Haul Capacity (yds3) changed from 20 to 10
ıase 1 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
ıase 1 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
ıase 1 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.
ıase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
ıase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
ıase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
ıase 2 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel
has been changed from off to on.
ıase 2 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
ıase 2 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
ıase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
ıase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.
ıase 2 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.
ıase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
ıase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.
ıase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter
has been changed from off to on.
ıase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst
has been changed from off to on.

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URBEMIS 2002 For Windows 7.5.0

ile Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 4 const mit revised.urb
roject Name: phase 4 construction
roject Location: Santa Barbara County
n-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

ONSTRUCTION EMISSION ESTIMATES

*** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	13.74	111.96	100.97	0.19	15.27	4.85	10.42
TOTALS (lbs/day, mitigated)	13.74	89.67	100.89	0.19	12.11	1.69	10.42

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	4.91	30.71	40.77	0.00	1.12	1.10	0.02
TOTALS (lbs/day, mitigated)	4.91	24.58	40.76	0.00	0.24	0.22	0.02

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URBEMIS 2002 For Windows 7.5.0

ile Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 4 const mit revised.urb
roject Name: phase 4 construction
roject Location: Santa Barbara County
n-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

ONSTRUCTION EMISSION ESTIMATES

*** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	0.97	7.46	7.76	0.00	0.68	0.28	0.40
TOTALS (tpy, mitigated)	0.97	6.16	7.76	0.00	0.49	0.09	0.40

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	0.21	1.43	1.89	0.00	0.04	0.04	0.00
TOTALS (tpy, mitigated)	0.21	1.14	1.89	0.00	0.01	0.01	0.00

2006 + 2007

unmitigated	1.18	8.89	9.65	0.0	0.72	0.32	0.40
mitigated	1.18	7.30	9.65	0.0	0.50	0.10	0.40

DA 4

URBEMIS 2002 For Windows 7.5.0

ile Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\phase 4 const mit revised.urb
roject Name: phase 4 construction
roject Location: Santa Barbara County
n-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

onstruction Start Month and Year: February, 2006
onstruction Duration: 15.6
otal Land Use Area to be Developed: 2.2 acres
laximum Acreage Disturbed Per Day: 2.2 acres
ingle Family Units: 0 Multi-Family Units: 42
etail/Office/Institutional/Industrial Square Footage: 0

ONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
hase 1 - Demolition Emissions							
ugitive Dust	-	-	-	-	10.35	-	10.35
ff-Road Diesel	12.57	97.96	91.52	-	4.47	4.47	0.00
n-Road Diesel	0.87	13.44	3.35	0.19	0.42	0.37	0.05
orker Trips	0.30	0.56	6.10	0.00	0.03	0.01	0.02
Maximum lbs/day	13.74	111.96	100.97	0.19	15.27	4.85	10.42
hase 2 - Site Grading Emissions							
ugitive Dust	-	-	-	-	0.00	-	0.00
ff-Road Diesel	6.71	42.65	55.56	-	1.58	1.58	0.00
n-Road Diesel	0.27	3.78	1.04	0.06	0.12	0.11	0.01
orker Trips	0.07	0.03	0.72	0.00	0.01	0.00	0.01
Maximum lbs/day	7.05	46.46	57.32	0.06	1.71	1.69	0.02
hase 3 - Building Construction							
ldg Const Off-Road Diesel	4.82	31.61	39.36	-	1.24	1.24	0.00
ldg Const Worker Trips	0.10	0.05	1.15	0.00	0.02	0.00	0.02
rch Coatings Off-Gas	0.00	-	-	-	-	-	-
rch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
sphalt Off-Gas	0.00	-	-	-	-	-	-
sphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
sphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
sphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.92	31.67	40.51	0.00	1.26	1.24	0.02
Max lbs/day all phases	13.74	111.96	100.97	0.19	15.27	4.85	10.42
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	4.82	30.66	39.69	-	1.10	1.10	0.00
Bldg Const Worker Trips	0.09	0.05	1.09	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.91	30.71	40.77	0.00	1.12	1.10	0.02
Max lbs/day all phases	4.91	30.71	40.77	0.00	1.12	1.10	0.02

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hase 1 - Demolition Assumptions
tart Month/Year for Phase 1: Feb '06
hase 1 Duration: 3.6 months
uilding Volume Total (cubic feet): 1715324.625
uilding Volume Daily (cubic feet): 24646.625
n-Road Truck Travel (VMT): 456
ff-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Cranes	190	0.430	4.0
4	Other Equipment	190	0.620	8.0
5	Tractor/Loaders/Backhoes	79	0.465	7.0

hase 2 - Site Grading Assumptions
tart Month/Year for Phase 2: May '06
hase 2 Duration: 1.8 months
n-Road Truck Travel (VMT): 142
ff-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Crawler Tractors	143	0.575	3.0
2	Excavators	180	0.580	5.0
1	Graders	174	0.575	5.0
1	Rollers	114	0.430	3.5
1	Rubber Tired Loaders	165	0.465	3.5
2	Trenchers	82	0.695	5.0

hase 3 - Building Construction Assumptions
tart Month/Year for Phase 3: Jul '06
hase 3 Duration: 10.2 months
Start Month/Year for SubPhase Building: Jul '06
SubPhase Building Duration: 10.2 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	3.0
1	Pavers	132	0.590	2.0
1	Rollers	114	0.430	3.0
5	Rough Terrain Forklifts	94	0.475	5.0
1	Rubber Tired Loaders	165	0.465	3.0
2	Tractor/Loaders/Backhoes	79	0.465	4.0

SubPhase Architectural Coatings Turned OFF
SubPhase Asphalt Turned OFF

ONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
hase 1 - Demolition Emissions							
gitive Dust	-	-	-	-	10.35	-	10.35
ff-Road Diesel	12.57	78.37	91.52	-	0.89	0.89	0.00
n-Road Diesel	0.87	10.75	3.35	0.19	0.12	0.07	0.05
rker Trips	0.30	0.55	6.02	0.00	0.03	0.01	0.02
Maximum lbs/day	13.74	89.67	100.89	0.19	11.40	0.98	10.42
hase 2 - Site Grading Emissions							
gitive Dust	-	-	-	-	0.00	-	0.00
ff-Road Diesel	6.71	42.65	55.56	-	1.58	1.58	0.00
n-Road Diesel	0.27	3.78	1.04	0.06	0.12	0.11	0.01
rker Trips	0.07	0.03	0.72	0.00	0.01	0.00	0.01
Maximum lbs/day	7.05	46.46	57.32	0.06	1.71	1.69	0.02
hase 3 - Building Construction							
dg Const Off-Road Diesel	4.82	25.29	39.36	-	0.25	0.25	0.00
dg Const Worker Trips	0.10	0.05	1.14	0.00	0.02	0.00	0.02
rch Coatings Off-Gas	0.00	-	-	-	-	-	-
rch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
phalt Off-Gas	0.00	-	-	-	-	-	-
phalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
phalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
phalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.92	25.34	40.50	0.00	0.27	0.25	0.02
Max lbs/day all phases	13.74	89.67	100.89	0.19	12.11	1.69	10.42
** 2007***							
ase 1 - Demolition Emissions							
gitive Dust	-	-	-	-	0.00	-	0.00
f-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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>rker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ıase 2 - Site Grading Emissions							
ıgitive Dust	-	-	-	-	0.00	-	0.00
f-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
ı-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>rker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ıase 3 - Building Construction							
dg Const Off-Road Diesel	4.82	24.53	39.69	-	0.22	0.22	0.00
dg Const Worker Trips	0.09	0.05	1.08	0.00	0.02	0.00	0.02
ch Coatings Off-Gas	0.00	-	-	-	-	-	-
ch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
phalt Off-Gas	0.00	-	-	-	-	-	-
phalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
phalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
phalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	4.91	24.58	40.76	0.00	0.24	0.22	0.02
Max lbs/day all phases	4.91	24.58	40.76	0.00	0.24	0.22	0.02

onstruction-Related Mitigation Measures

Phase 1: Off-Road Diesel Exhaust: Use diesel particulate filter
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
Phase 1: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
  Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 1: On-Road Diesel Exhaust: Use diesel particulate filter
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
Phase 1: On-Road Diesel Exhaust: Use diesel oxidation catalyst
  Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 1: Worker Trips: Use shuttle to retail establishments @lunch
  Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 3: Off-Road Diesel Exhaust: Use diesel particulate filter
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
Phase 3: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
  Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 3: Off-Road Diesel Exhaust: Use diesel particulate filter
  Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 80.0%)
Phase 3: Off-Road Diesel Exhaust: Use diesel oxidation catalyst
  Percent Reduction(ROG 0.0% NOx 20.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 3: Worker Trips: Use shuttle to retail establishments @lunch
  Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
Phase 3: Worker Trips: Use shuttle to retail establishments @lunch
  Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
Phase 3: Worker Trips: Use shuttle to retail establishments @lunch
  Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
ıase 1 - Demolition Assumptions
tart Month/Year for Phase 1: Feb '06
ıase 1 Duration: 3.6 months
ilding Volume Total (cubic feet): 1715324.625
ilding Volume Daily (cubic feet): 24646.625
ı-Road Truck Travel (VMT): 456
ff-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Cranes	190	0.430	4.0
4	Other Equipment	190	0.620	8.0
5	Tractor/Loaders/Backhoes	79	0.465	7.0

ıase 2 - Site Grading Assumptions
tart Month/Year for Phase 2: May '06
ıase 2 Duration: 1.8 months
ı-Road Truck Travel (VMT): 142
ff-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Crawler Tractors	143	0.575	3.0
2	Excavators	180	0.580	5.0
1	Graders	174	0.575	5.0

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1	Rollers	114	0.430	3.5
1	Rubber Tired Loaders	165	0.465	3.5
2	Trenchers	82	0.695	5.0

ıase 3 - Building Construction Assumptions
.art Month/Year for Phase 3: Jul '06
ıase 3 Duration: 10.2 months
Start Month/Year for SubPhase Building: Jul '06
SubPhase Building Duration: 10.2 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Crawler Tractors	143	0.575	3.0
1	Pavers	132	0.590	2.0
1	Rollers	114	0.430	3.0
5	Rough Terrain Forklifts	94	0.475	5.0
1	Rubber Tired Loaders	165	0.465	3.0
2	Tractor/Loaders/Backhoes	79	0.465	4.0

SubPhase Architectural Coatings Turned OFF
SubPhase Asphalt Turned OFF

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ıanges made to the default values for Land Use Trip Percentages

ıanges made to the default values for Construction

ıe user has overridden the Default Phase Lengths
emolition Truck Hauling Miles/Round Trip changed from 30 to 10
ite Grading Fugitive Dust Option changed from Level 1 to Level 3
ite Grading Truck Haul Capacity (yds3) changed from 20 to 10
ıase 1 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter has been changed from off to on.
hase 1 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst has been changed from off to on.
hase 1 mitigation measure On-Road Diesel Exhaust: Use diesel particulate filter has been changed from off to on.
hase 1 mitigation measure On-Road Diesel Exhaust: Use diesel oxidation catalyst has been changed from off to on.
hase 1 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch has been changed from off to on.
hase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas has been changed from off to on.
hase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly has been changed from off to on.
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'hase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter has been changed from off to on.
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'hase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel oxidation catalyst has been changed from off to on.
?hase 3 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch has been changed from off to on.
?hase 3 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch has been changed from off to on.
?hase 3 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch has been changed from off to on.

Appendix G

Santa Barbara Cottage Hospital Foundation Workforce Housing Project

Traffic Impact Analysis

TRAFFIC IMPACT ANALYSIS

SANTA BARBARA COTTAGE HOSPITAL FOUNDATION WORKFORCE HOUSING PROJECT

SANTA BARBARA, CALIFORNIA

Submitted to:

Rodriguez Consulting
2111 Monterey Street
Santa Barbara, California 93101

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614

LSA Project No. RZC430

LSA

May 2005

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TABLES

SANTA BARBARA COTTAGE HOSPITAL FOUNDATION WORKFORCE HOUSING PROJECT TRAFFIC IMPACT ANALYSIS

LSA Associates, Inc. (LSA) has prepared the following analysis to identify the short-term and long-range traffic impacts of the Cottage Hospital Workforce Housing project (proposed project) located at 601 East Micheltorena Street (formerly Saint Francis Hospital) in the City of Santa Barbara. LSA has prepared this analysis consistent with the City of Santa Barbara General Plan Circulation Element and City environmental impact significance thresholds, the Santa Barbara County Association of Governments (SBCAG) Congestion Management Program (CMP), and applicable provisions of the California Environmental Quality Act (CEQA).

INTRODUCTION

Figure 1 shows the location of the proposed project and the study area intersections analyzed in the report. Issues addressed in this analysis include off-site intersection impacts, site access, parking, internal circulation, pedestrian off-site circulation, and construction impacts. The project site has long generated traffic associated with Saint Francis Hospital. The baseline traffic condition against which project traffic impacts are compared is established as the traffic level generated at the time the hospital was in operation. The traffic analysis for the Cottage Hospital Foundation Housing project examines four scenarios:

1. **Baseline Traffic Conditions.** This scenario describes estimated traffic conditions when the Saint Francis Hospital was in operation.
2. **Baseline Plus Project Traffic Conditions.** This scenario describes traffic conditions that would result if hospital-related traffic was removed from baseline conditions and replaced with traffic generated by the Cottage Hospital Foundation Housing project.
3. **Cumulative Baseline Traffic Conditions.** This scenario estimates future cumulative traffic conditions based on traffic volumes when the Saint Francis Hospital was in operation.
4. **Cumulative Baseline Plus Project Traffic Conditions.** This scenario describes future cumulative traffic conditions assuming that traffic generated by the Saint Francis Hospital is replaced by traffic generated by the Cottage Hospital Foundation Housing project.

In addition to the project and cumulative traffic impact analysis summarized above, a second traffic analysis is provided for information (Traffic Analysis 2) that is based on existing traffic conditions in the area since the hospital closed. This supplemental analysis provides the following traffic scenarios: Existing Traffic Conditions; Existing Plus Project Traffic Conditions; Existing Plus Cumulative Traffic Conditions; and Existing Plus Cumulative Plus Project Conditions.

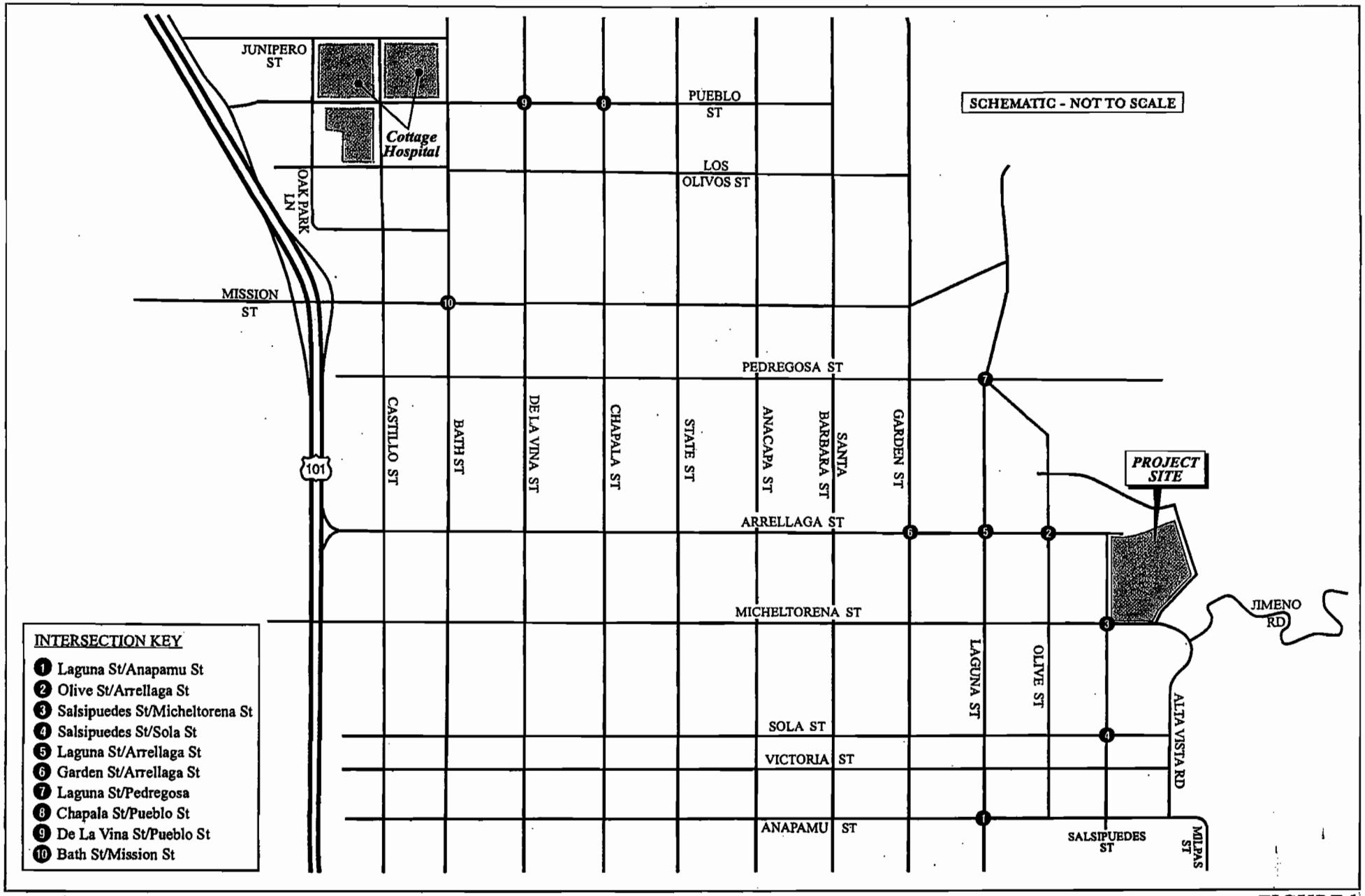

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FIGURE 1

Cottage Hospital Workforce Housing

Project Location and Study Area Intersections

The traffic analysis provides an assessment of traffic impacts and a determination of traffic mitigation, as required for CEQA compliance.

Project Description

Currently the project site includes the Saint Francis Hospital which was closed in June 2003. The 5.94-acre project site is composed of approximately 180,000 square feet of hospital structures. The proposed project includes the demolition the vacant Saint Francis Hospital and the construction of 115 condominium dwelling units. Approximately 81 residential units (70 percent) are intended to be used for below-market-rate housing for Santa Barbara Cottage Hospital (SBCH) employees. The remaining 34 residential units (30 percent) will be sold at market rates. Figure 2 illustrates the site plan for the proposed project.

The development of the proposed residences would require the demolition of the main hospital building, the engineering/maintenance building, the convent building, a storage building, and a small structure known as the "generator building." The proposed project also includes the demolition of an existing single-family dwelling and duplex that are located on the northeast corner of the project site. The Villa Riviera, which is a congregate care facility for the elderly, is located in the northern portion of the project site and would be retained. Structures to be demolished total approximately 180,000 square feet in floor area.

METHODOLOGY

The study area was developed in consultation with City of Santa Barbara Public Works staff and includes intersections and roadway segments in the vicinity of the hospital. The study area analyzed in this report includes the following intersections and roadway segments. Figure 3 illustrates the existing lane geometrics at the study area intersections.

Study Area Intersections

1. Salsipuedes Street/Micheltorena Street (two-way stop)
2. Salsipuedes Street/Sola Street (two-way stop)
3. Olive Street/Pedregosa Street/Laguna Street (four-way stop)
4. Olive Street/Arrellaga Street (two-way stop)
5. Laguna Street/Arrellaga Street (two-way stop)
6. Laguna Street/Anapamu Street (two-way stop)
7. Garden Street/Arrellaga Street (two-way stop)
8. Chapala Street/Pueblo Street (two-way stop)
9. De La Vina Street/Pueblo Street (two-way stop)
10. Bath Street/Mission Street (signalized)

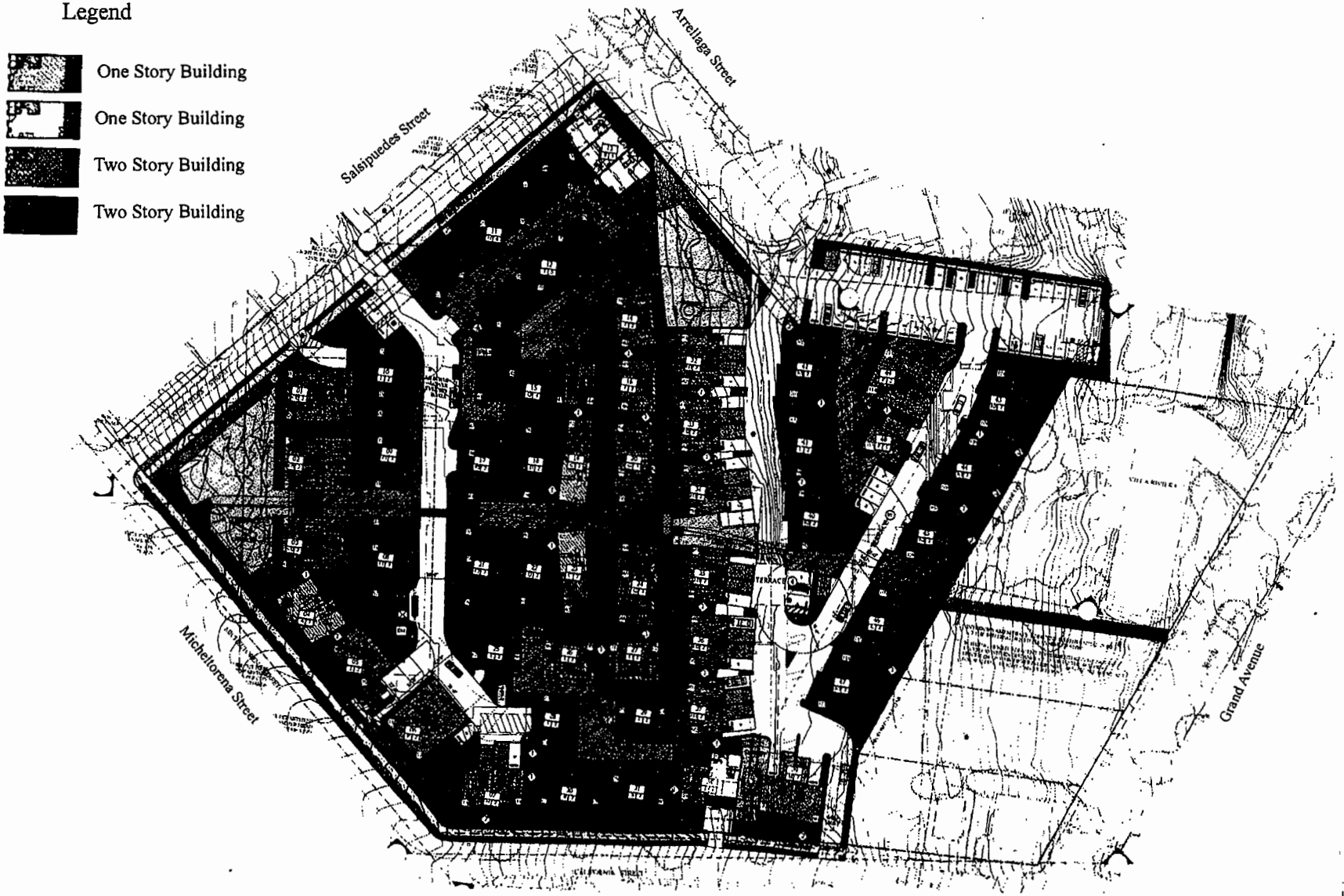

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FIGURE 2

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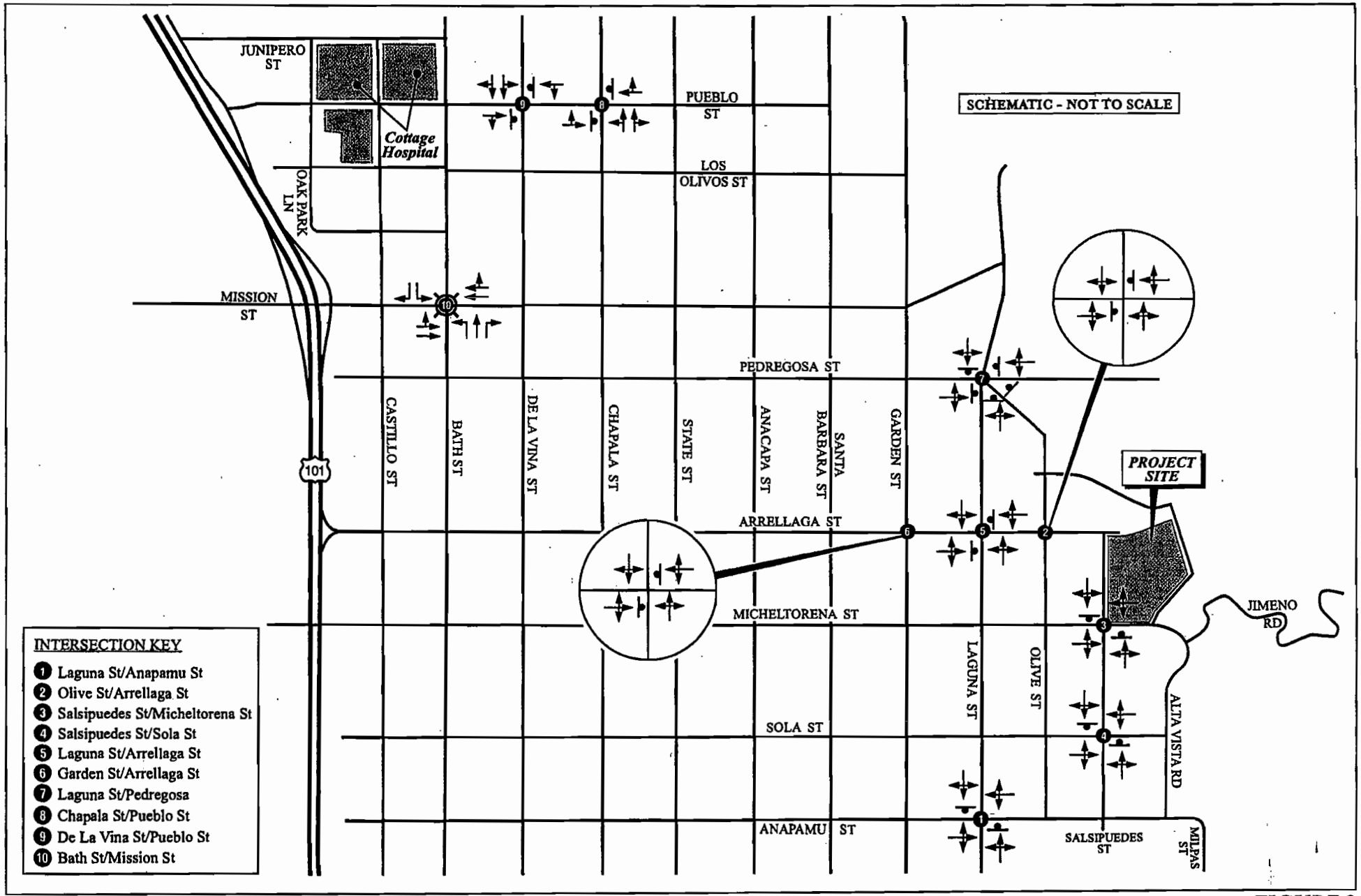
Cottage Hospital Workforce Housing

Site Plan



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LEGEND

- Traffic Signal
- Stop Sign
- Directional Travel Lane

FIGURE 3

Cottage Hospital Workforce Housing

Existing Geometrics and Traffic Control

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Intersection Level of Service Methodology. The *Traffix* (Version 7.7) computer software was utilized to determine the levels of service (LOS) at signalized study area intersections based on the Intersection Capacity Utilization (ICU) methodology and at unsignalized intersections based on the *Highway Capacity Manual 2000* (HCM) methodology.

Consistent with City of Santa Barbara and CMP requirements, the ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall Volume to Capacity ratio for critical movement at the intersection. A saturation flow rate of 1,600 vehicles per hour (vph) and a clearance interval of 10 seconds has been used in the intersection LOS calculations.

The resulting v/c ratio is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. LOS criteria for signalized intersections using the ICU methodology are presented below.

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero.

The relationship between LOS and the ICU value (i.e., v/c ratio) is as follows:

Level of Service (LOS)	Intersection Capacity Utilization (ICU)
A	≤ 0.60
B	0.61–0.70
C	0.71–0.80
D	0.81–0.90
E	0.91–1.00
F	> 1.00

The HCM 2000 methodology has been used to determine intersection levels of service at unsignalized intersections. For the unsignalized HCM methodology, the LOS is presented in terms of average approach delay of the minor street (in seconds per vehicle). The relationship of delay and LOS at unsignalized intersections is summarized below.

LOS	Unsignalized Intersection Delay per Vehicle (sec)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

EXISTING CONDITIONS

The following discussion provides an overview of the regional and local transportation and circulation systems in and around the project site, including roadways and public transportation. Bicycle and pedestrian facilities are discussed later in this report.

Existing Circulation System

Key roadways in the vicinity of the proposed project are as follows:

U.S. Highway 101. U.S. Highway 101 (U.S. 101) connects the City of Santa Barbara with San Luis Obispo County to the north and the Ventura and Los Angeles counties to the southeast. Within the project study area, U.S. 101 is oriented in a northwest-southeast direction and provides access to the project site via its interchanges at Milpas Street, Garden Street, Arrellaga Street, and Mission Street.

Micheltorena Street. Micheltorena Street is a two-lane undivided east-west street located south of the project site. Micheltorena Street provides access to the proposed project site via Salsipuedes Street. Micheltorena Street is a two-lane road that provides on-street parking for the vacant Saint Francis building and other adjacent residential and medical land uses.

Salsipuedes Street. Salsipuedes Street is a two-lane east-west street located west of and adjacent to the project site. Salsipuedes Street provides direct access to the project site via a new access driveway located between Arrellaga Street and Micheltorena Street. Salsipuedes Street is a two-lane road with on-street parking south of Micheltorena Street for the hospital and other adjacent residential and medical land uses. With the implementation of the proposed project, the alley way along Salsipuedes Street between Arrellaga Street and Micheltorena Street will become a public road.

Arrellaga Street. Arrellaga Street is a two-lane east-west street located north of and adjacent to the project site. Arrellaga Street provides direct access to the project site via Salsipuedes Street and via an access driveway at the terminus of this roadway. Arrellaga Street is a two-lane road with on-street parking for the vacant Saint Francis Hospital and other adjacent residential and medical land uses. Arrellaga Street provides regional access to the proposed project site from its interchange with U.S. 101 northbound ramps.

California Street. California Street is a two-lane north-south street located southeast of and adjacent to the project site. California Street provides direct access to the project site via an access driveway approximately 120 feet south of Grand Avenue. California Street is a two-lane road with no on-street parking provided.

Milpas Street. Milpas Street is a four-lane north-south street located southeast of the project site. Milpas Street provides regional access to the project site from its interchange with U.S. 101. Vehicles destined south to Ventura and Los Angeles County access the project site via Milpas Street from U.S. 101.

State Street. State Street is a four-lane undivided north-south street located east of the hospital site. State Street provides access to the eastern portion of the SBCH site via its connections to Quinto Street, Pueblo Street, and Mission Street.

Mission Street. Mission Street is a four-lane east-west major street located north of the project site. Mission Street provides access to the proposed project site from its interchange with U.S. 101. Mission Street is designated a Principal Arterial on the CMP system of roadways. In addition, Mission Street provides access to SBCH from the project site.

Baseline Intersection Level of Service Analysis

The baseline traffic level against which project traffic effects are compared is established for purposes of CEQA environmental review as the traffic level at the time of St. Francis Medical Center operations. CEQA provides guidance for establishing baseline environmental conditions. Baseline traffic conditions are normally established as the existing conditions in place at the time the project environmental review process starts. However, CEQA also directs that in the circumstance involving an already developed site, project impacts are measured as the net change to the environment between

the existing development and proposed replacement development. In the case of the Workforce Housing Project, the project site has been developed with St. Francis Medical Center since the early 1900s and has generated traffic associated with hospital operations for many decades. The hospital closed in June 2003, and permit applications were submitted for the proposed project on November 18, 2003, and deemed complete on June 4, 2004. During the interim period between projects, traffic levels are lower but do not represent the long-term traffic conditions associated with the development on site. Although the hospital closed, the development is still on site and could be operating with allowable medical or office uses. As such, the appropriate baseline traffic condition consists of the traffic levels at the time the hospital was in operation.

Existing peak-period turn volumes for the study area intersections were collected by Southland Car Counters on December 8, 2004. One intersection, Mission Street/Bath Street, was also analyzed in the Santa Barbara Cottage Hospital (SBCH) EIR. The traffic counts at this intersection for the previous analysis were compared with the December 8, 2004, counts. It was determined that the traffic counts taken for the SBCH EIR on March 24, 2004, are higher than those taken on December 8, 2004. To provide the most conservative analysis, the counts taken from the previous study were used in this analysis. The existing intersection traffic volumes are included in Appendix A of the EIR. Additional information regarding how existing baseline conditions were estimated is provided below.

Saint Francis Hospital Trip Generation. The trip generation characteristics associated with the former operation of the Saint Francis Hospital were estimated in a report entitled *Revised Traffic, Circulation and Parking Study for the Santa Barbara Cottage Hospital Foundation Workforce Housing Project* (Associated Transportation Engineers [ATE], May 6, 2004). The ATE study estimated the trip generation of the former hospital operation, assuming that the hospital contained 85 beds and a 9-bed convent facility. Table A provides the trip generation estimates for the former hospital facility.

Table A: Estimated Saint Francis Hospital Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates									
Hospital		Beds	11.81	0.79	0.34	1.13	0.47	0.83	1.30
Convent		Beds	2.15	-	-	0.06	-	-	0.17
Trip Generation									
Existing Uses									
Hospital	85	Beds	1,004	67	29	96	40	71	111
Convent	9	Beds	19	1	0	1	1	1	2
Total Trip Generation			**1,023**	**68**	**29**	**97**	**41**	**72**	**113**

Source: ATE, *Revised Traffic, Circulation and Parking Study for the Santa Barbara Cottage Hospital Workforce Housing Project,* May 6, 2004.

As Table A illustrates, if the existing hospital facility were in operation, it would generate approximately 1,023 average daily trips (ADT), 97 a.m. peak-hour trips, and 113 p.m. peak-hour trips.

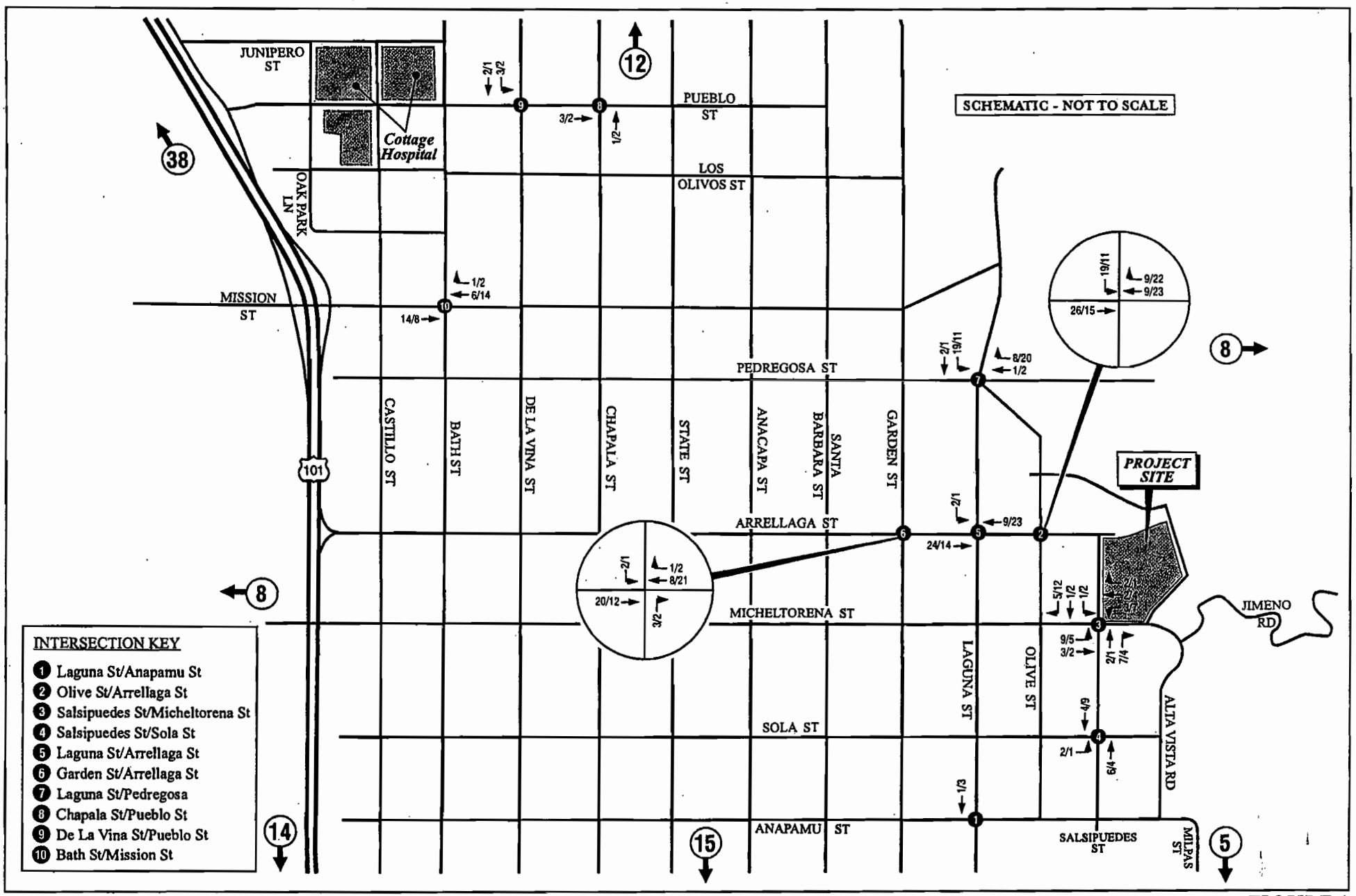
To determine the baseline conditions at intersections and along street segments in the project study area, existing traffic volumes were counted on December 8, 2004, and trips associated with the operation of Saint Francis Hospital were distributed and added to the existing traffic volumes.. Regional trip distribution percentages similar to the percentages used in the Saint Francis EIR (SAIC, July 2000) were used to distribute Saint Francis Hospital traffic. According to the Saint Francis EIR traffic study, approximately 45 percent of the hospital's trips were destined north via U.S. 101 and State Street; 20 percent were destined west via Mission Street and Micheltorena Street; 10 percent were destined south through downtown; 10 percent were destined east via Los Olivos Street and Anapamu Street; and 15 percent headed southeast via U.S. 101. Figure 4 illustrates the regional trip distribution percentages and corresponding trip assignment for Saint Francis Hospital. Figure 5 presents the baseline plus hospital a.m. and p.m. peak-hour turn movement volumes for the study area intersections.

Table B summarizes the results of the baseline (with traffic from Saint Francis Hospital) a.m. and p.m. peak-hour LOS analysis for the 10 study area intersections. As discussed above, the LOS were determined using the v/c ratio for signalized intersections and the HCM 2000 methodology for unsignalized study area intersections. The baseline (with Saint Francis Hospital) LOS calculation worksheets are contained in Appendix B. As this table indicates, all study area intersections operate at satisfactory LOS (LOS C or better) during the a.m. and p.m. peak hours.

Table B: Baseline (with Hospital) Intersection Level of Service (LOS) Summary

	AM Peak Hour		PM Peak Hour	
Intersection	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**
Unsignalized Intersections				
1. Anapamu Street/Laguna Street	15.2	C	20.0	C
2. Arrellaga Street/Olive Street	13.5	B	12.0	B
3. Micheltorena Street/Salsipuedes Street	9.7	A	9.4	A
4. Sola Street/Salsipuedes Street	10.4	B	9.9	A
5. Arrellaga Street/Laguna Street	10.0	B	10.2	B
6. Arrellaga Street/Garden Street	19.8	C	16.3	C
7. Pedregosa Street/Laguna Street-Olive Street	9.3	A	9.1	A
8. Pueblo Street/Chapala Avenue	10.1	B	11.4	B
9. Pueblo Street/De La Vina Street	15.4	C	18.4	C
	V/C	**LOS**	**V/C**	**LOS**
Signalized Intersection				
10. Mission Street/Bath Street	0.66	B	***0.80***	***C***

Notes:
Bold and *italicized* numbers represent impacted intersections.
An intersection is considered "impacted" in the baseline condition if the volume-to-capacity (v/c) ratio is 0.77 v/c or the delay is 22 seconds or greater.



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LEGEND

10 - Study Area Intersection

(5) - Trip Distribution Percentage

XXX/YYY - AM/PM Volumes

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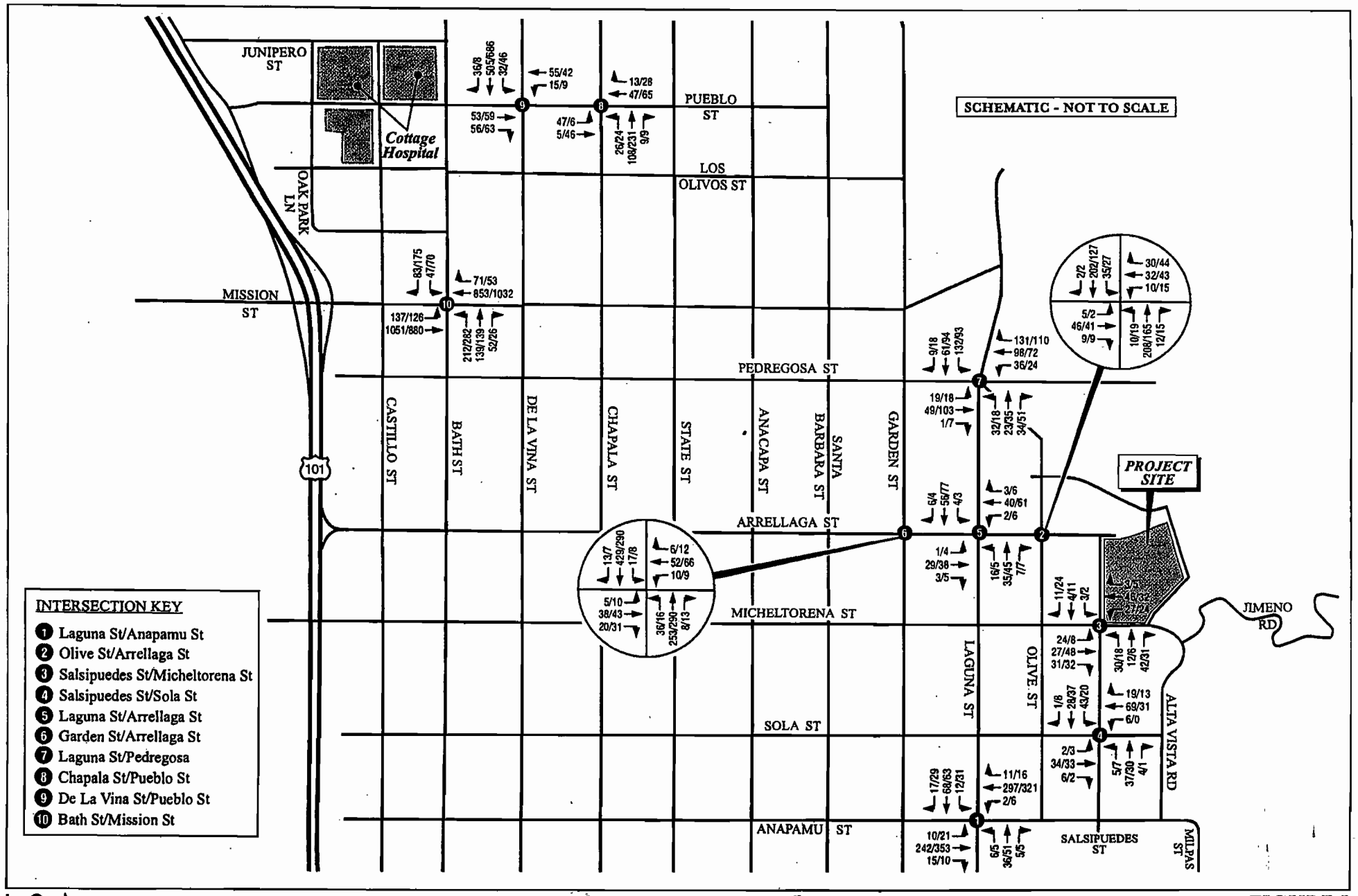
FIGURE 4

Cottage Hospital Workforce Housing

St. Francis Hospital Trip Assignment and Distribution



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LEGEND

10 - Study Area Intersection

XX/YY - AM/PM Volumes

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FIGURE 5

Cottage Hospital Workforce Housing
Baseline AM and PM
Peak Hour Traffic Volumes

CUMULATIVE (2015) BASELINE TRAFFIC CONDITIONS

The project is proposed to be completed by 2007. To provide a conservative analysis of traffic growth, a 10-year horizon was developed to identify the cumulative traffic impacts of the proposed project. To develop a cumulative (2015) condition, a list of funded transportation system improvements was requested from the City, and traffic volumes for other committed and/or approved (cumulative) developments within this time frame were added to the existing baseline traffic volumes. The cumulative baseline assumes that the Saint Francis Hospital is in full operation. No funded transportation system improvements were identified by the City.

Pending and/or Approved (Cumulative) Projects

A list of cumulative projects was provided by the City of Santa Barbara Planning Department. The cumulative projects list includes approximately 41 projects. However, a majority of these projects are very small and would only generate a nominal number of vehicle trips. To represent any projects that would generate less than 10 peak-hour trips, a growth rate of one percent per year was added to the baseline traffic volumes. Cumulative projects that would generate more than 10 peak-hour trips were then added to the baseline plus growth rate traffic volumes to arrive at the cumulative (2015) condition. In addition, cumulative projects analyzed in the Cottage Hospital EIR were included in the cumulative baseline. A total of 13 cumulative projects are included in the cumulative baseline. The locations of the 13 cumulative projects are shown in Figure 6.

Figure 7 illustrates the resulting cumulative baseline (existing plus hospital plus growth plus cumulative projects) a.m. and p.m. peak hour traffic volumes. The complete list of cumulative projects is provided in Appendix C. The following projects were used to develop the cumulative baseline for this analysis.

1. **21 E. Anapamu Street:** approximately 12 residential units
2. **1600-04 Olive Street:** approximately 5,367 square feet for Bed & Breakfast use
3. **1214 State Street:** addition of 13,360 square feet to the Granada Theater
4. **111 E. Victoria Street:** approximately 9,905 square feet for office use
5. **130 E. Victoria Street:** approximately 10,204 square feet for office use
6. **1211 Anacapa Street:** approximately 8,810 square feet of office use
7. **315 W. Carrillo Street:** 61 apartment dwelling units
8. **2520 Modoc Road:** 18 single-family dwelling units
9. **1235 Veronica Springs Road:** 178 apartment dwelling units
10. **1298 Las Positas Road:** approximately 12,950 square-foot community center
11. **900–1100 Las Positas Road:** 24 single-family dwelling units
12. **3721 Modoc Road:** approximately 9,120 square feet of classroom expansion
13. **320 Pueblo Street (Santa Barbara Cottage Hospital):** demolition of approximately 270,000 square feet of existing hospital structures, construction of approximately 438,500

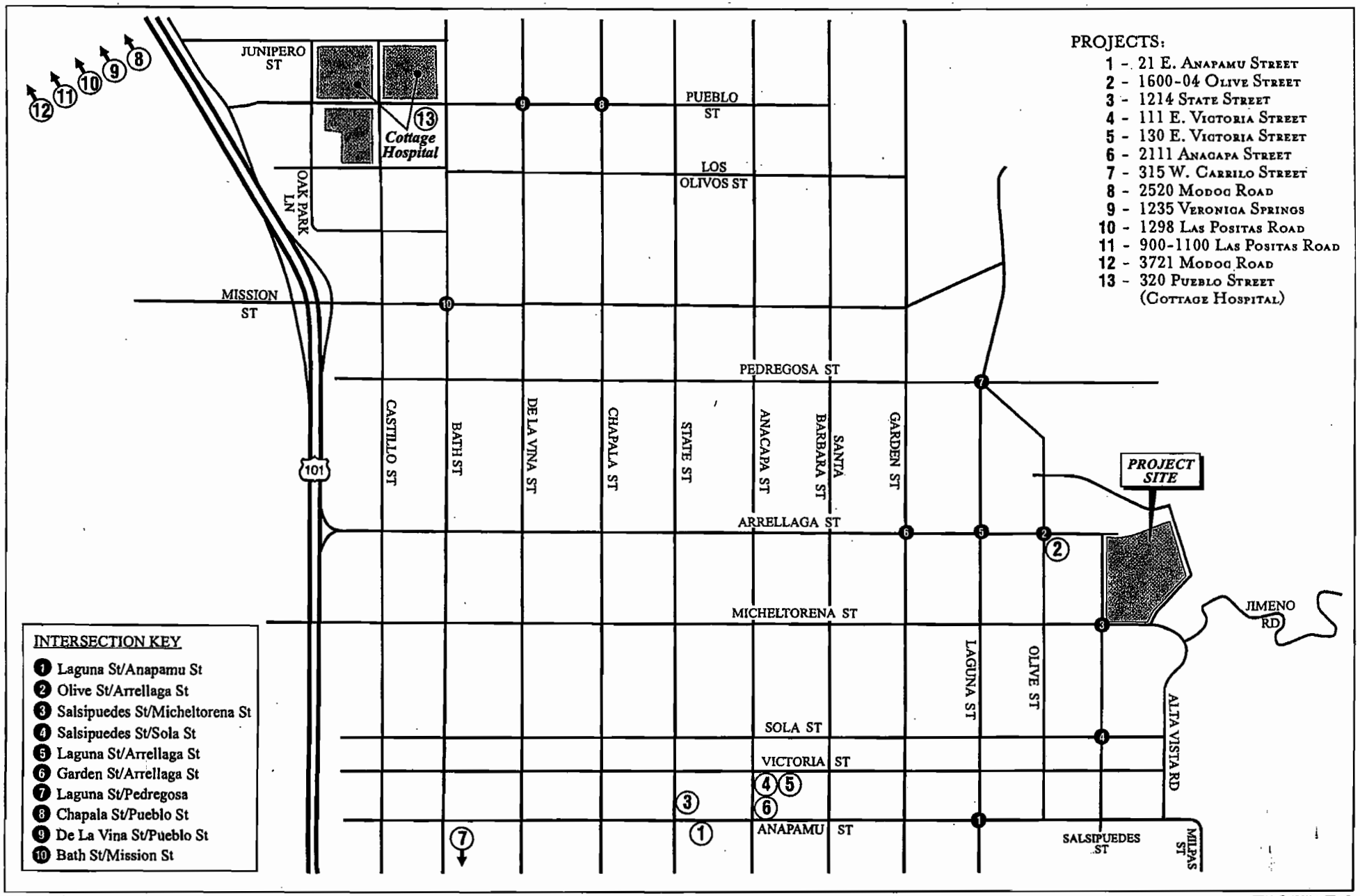

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FIGURE 6

Cottage Hospital Workforce Housing
Cumulative Project Locations

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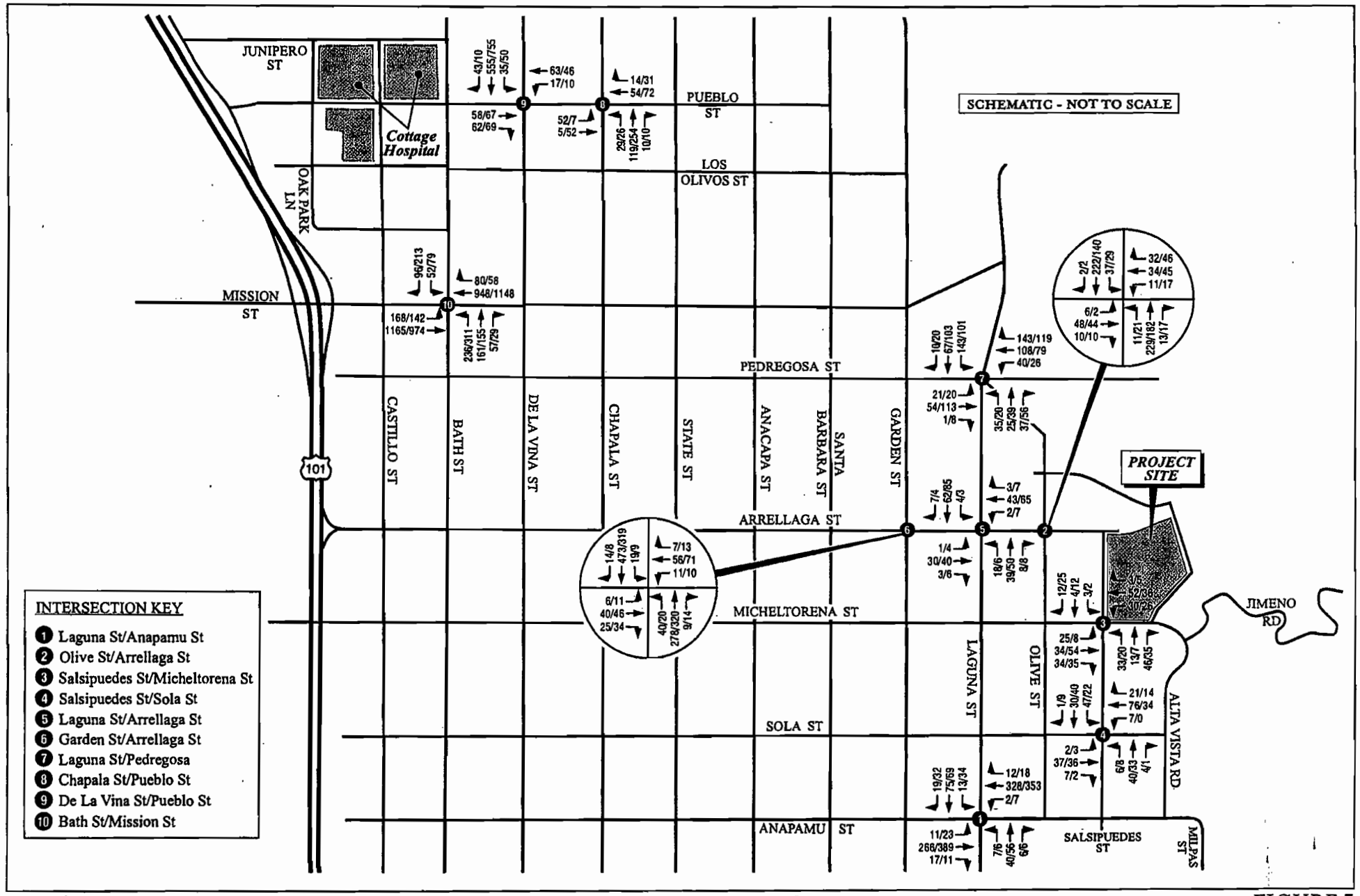

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LEGEND

10 - Study Area Intersection

XX/YY - AM/PM Volumes

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FIGURE 7

Cottage Hospital Workforce Housing

Cumulative Baseline

AM and PM Peak Hour Traffic Volumes

Table C: Cumulative Projects Trip Generation Summary

	Land Use	Size	Unit	ADT	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	**21 E. Anapamu Street**									
	Single Family Detached									
	Trip Rate		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
	Trip Generation	12	DU	115	2	7	9	8	4	12
2	**1214-16 State Street**									
	Granada Performing Arts Theater									
	Trip Rate			0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Trip Generation	16.630	TSF	0	0	0	0	0	0	0
3	**1600 Olive Street**									
	Bed & Breakfast									
	Trip Rate		Rooms	9.11	0.23	0.41	0.64	0.31	0.27	0.58
	Trip Generation	6	Rooms	55	1	2	4	2	2	3
	1604 Olive Street									
	Bed & Breakfast									
	Trip Rate		Rooms	9.11	0.23	0.41	0.64	0.31	0.27	0.58
	Trip Generation	6	Rooms	55	1	2	4	2	2	3
4	**111 E. Victoria Street**									
	Office Building									
	Trip Rate		TSF	11.01	1.36	0.19	1.55	0.25	1.24	1.49
	Trip Generation	9.90	TSF	109	14	2	15	3	12	15
5	**130 E. Victoria Street**									
	County Clerk Recorder's Office									
	Trip Rate		TSF	68.93	1.47	4.41	5.88	0.76	0.45	1.21
	Trip Generation	10.20	TSF	703	15	45	60	8	5	12
6	**1221 Anacapa Street**									
	Office Building									
	Trip Rate		TSF	11.01	1.36	0.19	1.55	0.25	1.24	1.49
	Trip Generation	8.810	TSF	97	12	2	14	2	11	13
7	**315 W. Carrillo Street**									
	Apartments									
	Trip Rate		DU	6.72	0.10	0.41	0.51	0.40	0.22	0.62
	Trip Generation	61	DU	410	6	25	31	24	13	38
8	**2520 Modoc Road**									
	Single Family Detached									
	Trip Rate		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
	Trip Generation	18	DU	172	3	10	14	12	7	18
9	**1235 Veronica Springs Road**									
	Apartments									
	Trip Rate		DU	6.72	0.10	0.41	0.51	0.40	0.22	0.62
	Trip Generation	178	DU	1,196	18	73	91	71	39	110
10	**1298 Las Positas Road**									
	Community Center									
	Trip Rate		TSF	22.88	0.99	0.63	1.62	0.48	1.16	1.64
	Trip Generation	12.950	TSF	296	13	8	21	6	15	21
11	**900-1100 Las Positas Road**									
	Single Family Detached									
	Trip Rate		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
	Trip Generation	24	DU	230	5	13	18	15	9	24
12	**3721 Modoc Road**									
	Private School									
	Trip Rate		TSF	-	6.55	5.36	11.91	3.33	3.47	6.80
	Trip Generation	9.120	TSF	-	60	49	109	30	32	62
13	**320 Pueblo Street (Santa Barbara Cottage Hospital Modernization and Seismic Compliance Plan)**									
	Trip Generation [1]			1,375	101	22	123	20	91	111
	Total Cumulative Trip Generation			**4,813**	**251**	**261**	**512**	**203**	**241**	**444**

Notes:

DU = Dwelling Unit

Trip rate referenced from the Institute of Transportation Engineers Trip Generation, 7th Edition (2003).

Land Use Code (220) - Apartment

Land Use Code (210) - Single Family Detached Land Use Code (520) - Elementary School

[1] Trip generation referenced from the Santa Barbara Cottage Hospital Modernization and Seismic Compliance Plan Traffic Impact Analysis, prepared by LSA Associates, Inc. (October 2004).

square feet of new hospital structures, acute care ambulatory and ancillary support services, construction of a helipad, two parking structures, and a three-structure day care complex.

Project trip generation for the cumulative projects was determined utilizing trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition (2003). Table C presents the trip generation for the cumulative projects. Traffic generated by these cumulative projects was assigned to the local roadways and intersections based on logical origins and destinations for each type of land use.

Cumulative Baseline Intersection Level of Service

Table D summarizes the results of the cumulative baseline (existing plus hospital plus growth plus cumulative projects) a.m. and p.m. peak-hour LOS analysis for all study area intersections. The cumulative baseline LOS calculation worksheets are contained in Appendix D. As this table indicates, all study area intersections are forecast to operate at satisfactory LOS (LOS C or better) in the cumulative (2015) condition, with the exception of the following intersections.

- Anapamu Street/Laguna Street (23.9 seconds of delay in the p.m. peak hour)
- Arrellaga Street/Garden Street (22.9 seconds of delay in the a.m. peak hour)
- Mission Street/Bath Street (0.89 v/c in the p.m. peak hour)

Table D: Cumulative Baseline Intersection Level of Service (LOS) Summary

Intersection	Cumulative Baseline Conditions			
	AM Peak Hour		PM Peak Hour	
	Delay (sec)	LOS	Delay (sec)	LOS
Unsignalized Intersections				
1. Anapamu Street/Laguna Street	16.6	C	***23.9***	***C***
2. Arrellaga Street/Olive Street	14.2	B	12.5	B
3. Micheltorena Street/Salsipuedes Street	9.9	A	9.5	A
4. Sola Street/Salsipuedes Street	10.6	B	10.0	A
5. Arrellaga Street/Laguna Street	10.2	B	10.3	B
6. Arrellaga Street/Garden Street	***22.9***	***C***	18.1	C
7. Pedregosa Street/Laguna Street-Olive Street	9.7	A	9.5	A
8. Pueblo Street/Chapala Avenue	10.3	B	11.7	B
9. Pueblo Street/De La Vina Street	16.7	C	20.6	C
	V/C	**LOS**	**V/C**	**LOS**
Signalized Intersection				
10. Mission Street/Bath Street	0.73	C	***0.89***	***D***

Notes:
Bold and *italicized* numbers represent impacted intersections
An intersection is considered "impacted" in the cumulative baseline condition if the volume to capacity (v/c) ratio is 0.77 v/c or the delay is 22 seconds or greater.

PROJECT IMPACTS

Transportation Impact Significance Guidelines Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

Impact Evaluation Guidelines

A proposed project may have a significant impact on traffic, circulation, and parking if it would result in any of the following.

Vehicle Traffic.

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety.

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, and inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking.

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

Traffic Impact Significance Thresholds

The City uses levels of service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (v/c) ratios, with LOS A (0.50-0.60 v/c) representing free-flowing conditions and LOS F (1.00+ v/c) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 v/c).

For purposes of environmental assessment, LOS C at 0.77 v/c is the threshold LOS against which project impacts are measured. An intersection is considered "impacted" if the v/c ratio is 0.77 v/c or greater.

Project-Specific Significant Impact. A project-specific significant impact results when:

- Project peak-hour traffic would cause a signalized intersection to exceed 0.77 v/c, or the v/c of an intersection already exceeding 0.77 v/c would be increased by 0.01 (1 percent) or more as a result of project peak-hour traffic.
- Project peak-hour traffic would cause an unsignalized intersection to exceed 22 seconds of delay or if an unsignalized intersection already exceeding 22 seconds of delay would be increased by 1 percent or more as a result of the project.

Significant Cumulative Contribution. A project would result in a significant contribution to cumulative traffic impacts when:

- Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 v/c or 22 seconds of delay, or
- Project would contribute traffic to an intersection exceeding 0.77 v/c or 22 seconds of delay.

Project Trip Generation

Trip generation estimates for the Cottage Hospital Foundation Housing project (115 condominium dwelling units) were calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation manual. According to City staff, the trip generation characteristics of condominiums in the City of Santa Barbara are similar to the trip generation of single-family homes as described in the ITE Trip Generation Manual. To accurately represent the trip generation of the proposed condominium project, trip rates for "Single-Family Residential" (Land Use Code 210) were used instead of condominium trip rates to generate the vehicle trips of the proposed project. Table E shows the trip rates and the trip generation for the proposed condominium project. The proposed condominium project is forecast to generate approximately 1,101 ADT, 87 a.m. peak-hour trips, and 116 p.m. peak-hour trips.

Table E: Cottage Workforce Housing Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Cottage Workforce Housing									
Trip Rates[1]		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Trip Generation	115	DU	1,101	22	65	87	73	43	116

Notes:
DU = dwelling unit
[1] Institute of Transportation Engineers (ITE), Trip Generation, 7th Edition. Land Use Code 210: Single-Family Housing

Trip Generation Comparison

The trip generation estimates for Saint Francis Hospital facilities and the proposed condominium project were compared to determine the net change in trips resulting from the proposed change in land use at the project site Table F compares the trip generation estimates for the proposed housing project and the Saint Francis Hospital.

Table F: Saint Francis Hospital and Proposed Project Trip Generation Comparison

Land Use	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Saint Francis Hospital	1,023	68	29	97	41	72	113
Proposed Project	1,101	22	65	87	73	43	116
Net Change in Trips	78	-46	36	-10	32	-29	3

As shown in Table F, the proposed condominium project is forecast to generate approximately 78 more daily trips, 10 fewer a.m. peak-hour, and three more p.m. peak-hour trips than the Saint Francis Hospital. Although the project is forecast to generate approximately the same number of trips as Saint Francis Hospital, the directional distribution will be changed. The hospital has the highest traffic volumes inbound in the morning and outbound in the evening. With the residential land use, the highest traffic volumes would be outbound in the morning and inbound in the evening.

Trip Distribution and Assignment

The regional trip distribution for the proposed condominium project is based on logical routes of travel to major transportation, shopping, and employment opportunities in the region. A percentage of the project traffic is distributed to Santa Barbara Cottage Hospital, since the project will provide housing for Cottage Hospital employees. Project traffic volumes for vehicles both entering and exiting the project site are distributed and assigned to the adjacent street system based on the proximity to the following major arterials: Micheltorena Street, Mission Street, State Street, De La Vina Street, and Santa Barbara Street.

Approximately 70 percent of the residential units are expected to serve employees of SBCH, located northwest of the project site. The remaining 30 percent of the residential units will be sold at market rate to the public. Seventy percent of the project trips were not distributed to SBCH because it was assumed that spouses of SBCH employees will travel to other areas within the City.

For purposes of the project trip distribution, it was assumed that 50 percent of the total project trips would be destined for Cottage Hospital, with the remaining 50 percent destined throughout the City. Based on the proximity to downtown and other employers within the City, approximately 15 percent of the project trips would be destined north via U.S. 101; 10 percent southeast on U.S. 101 via Milpas Street; and 25 percent south through downtown and the harbor. Figure 8 illustrates the regional trip distribution percentages and trip assignment for the proposed project.

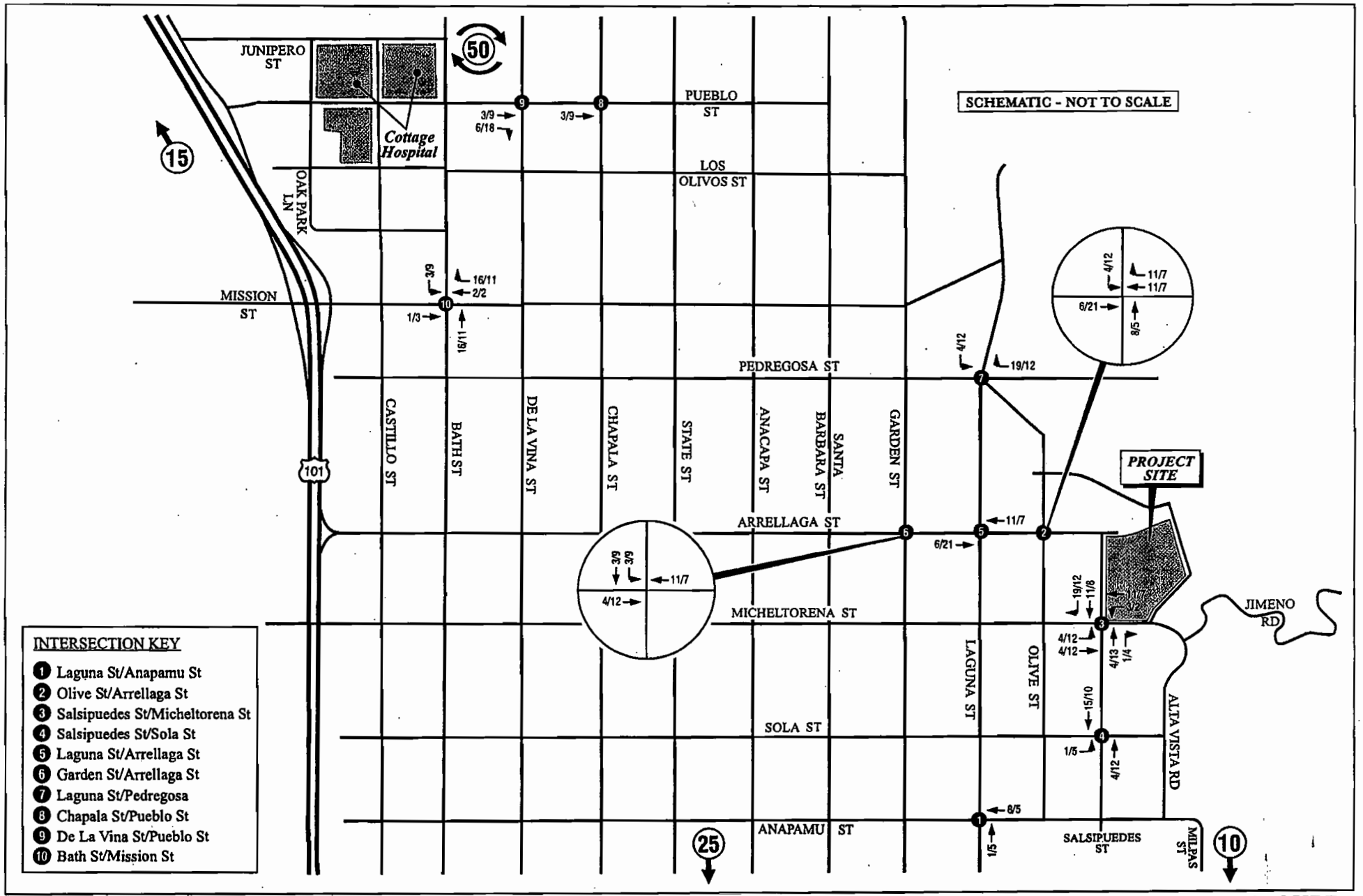

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FIGURE 8

LEGEND

10 - Study Area Intersection

5 - Trip Distribution Percentage

XXX/YYY - AM/PM Volumes

SCHEMATIC - NOT TO SCALE

Cottage Hospital Workforce Housing

Project Trip Assignment and Distribution

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BASELINE (WITH HOSPITAL) PLUS PROJECT CONDITIONS

Existing plus proposed project traffic conditions were compared to the baseline traffic at the study area intersections. Figure 9 shows the existing plus project a.m. and p.m. peak-hour traffic volumes at the study area intersections. The resulting net change in traffic resulting from the replacement of the hospital with the proposed project is illustrated in Figure 10. The existing plus project LOS calculation worksheets are contained in Appendix E.

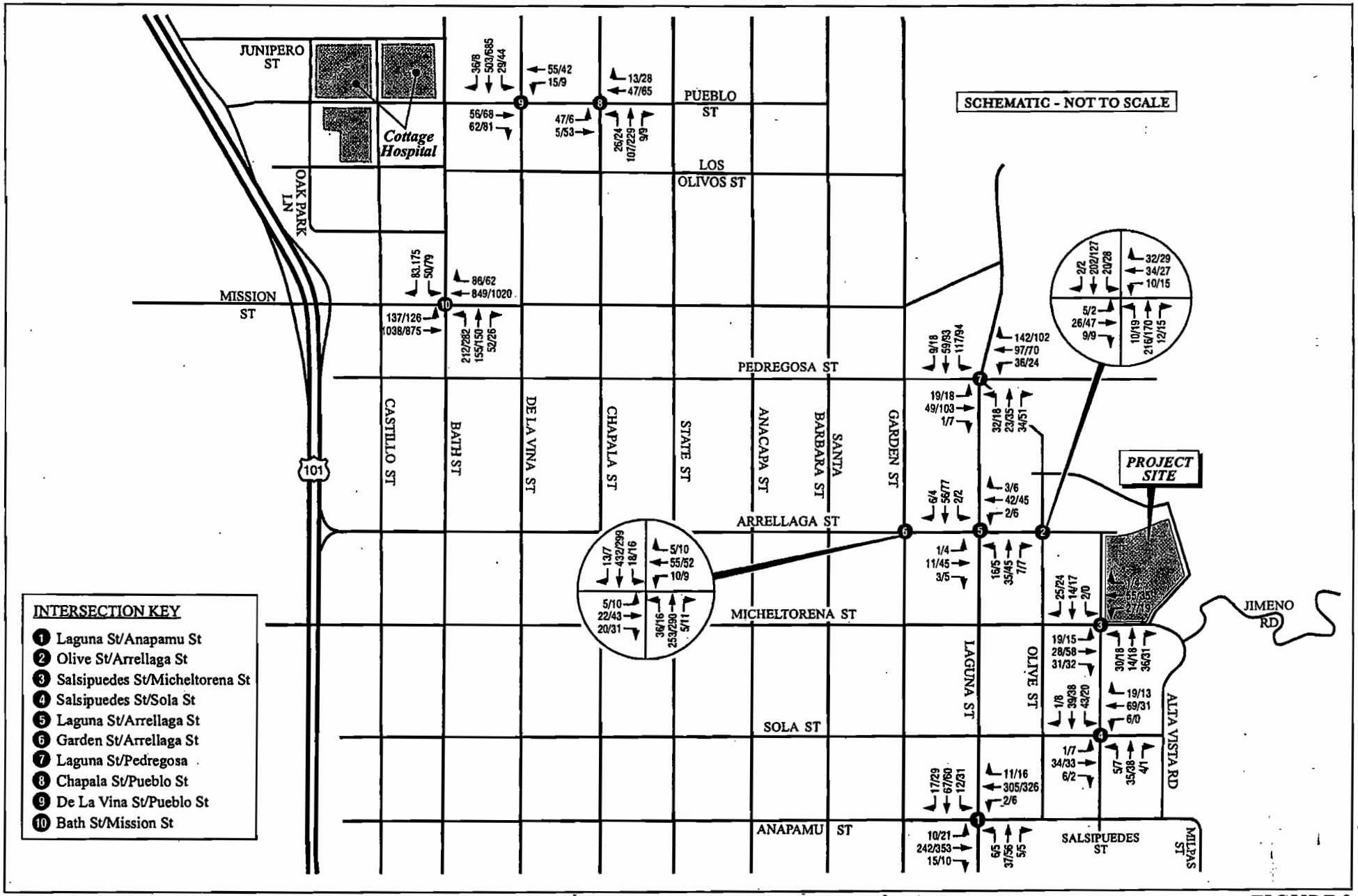
Table G summarizes the results of the existing plus project a.m. and p.m. peak-hour LOS analysis for all study area intersections. A comparison of the results to the baseline condition is also presented. The net change in a.m. and p.m. intersection operations occurs as a result of differences in both trip generation characteristics and trip distribution characteristics between the former hospital operation and the proposed housing project.

As depicted on Table G, the net change between a.m. and p.m. peak-hour traffic conditions that existed when the Saint Francis Hospital was in operation and that would occur after the Cottage Hospital Foundation Housing project is occupied is minor. For example, the net change in turning movement delays during the a.m. peak hour would be increased at four unsignalized intersections by 0.1 or 0.2 seconds. The a.m. turning movement delays at two intersections would decrease by 0.1 of a second, while the delay at the Arrellaga Street/Olive Street intersection would decrease by 0.9 seconds. As Table G indicates, all study area intersections are forecast to operate at acceptable LOS (LOS C or better) with the exception of Mission Street/Bath Street which will operate at 0.80 v/c in the p.m. peak hour. However, there is no net change between the two scenarios and therefore the project would not significantly impact the intersection based on the City's significance threshold for intersection operations.

CUMULATIVE BASELINE (WITH HOSPITAL) PLUS PROJECT CONDITIONS

To determine the cumulative baseline plus project condition, the cumulative baseline (with hospital) was compared to the cumulative plus project scenario. Figure 7 shows the cumulative baseline (with hospital) a.m. and p.m. peak-hour traffic volumes at the study area intersections. Figure 11 shows the cumulative plus project a.m. and p.m. peak-hour traffic volumes at the study area intersections The net change between the cumulative baseline (with hospital) and cumulative plus project scenarios represents the increment of project traffic and is illustrated in Figure 10. The cumulative plus hospital and cumulative plus project LOS calculation worksheets are contained in Appendices D and F, respectively.

Table H summarizes the results of the cumulative baseline (with hospital) plus project a.m. and p.m. peak-hour LOS analysis for all study area intersections. A comparison of the results to the cumulative baseline is also presented. In the cumulative condition, any addition of traffic to an intersection operating at 0.77 v/c or 22 seconds of delay is considered a project impact. As Table H illustrates, the net change between these scenarios show an increase of traffic to three impacted intersections, therefore creating a significant project impact at the following intersections:



LSA

LEGEND

10 - Study Area Intersection

XX/YY - AM/PM Volumes

SCHEMATIC - NOT TO SCALE

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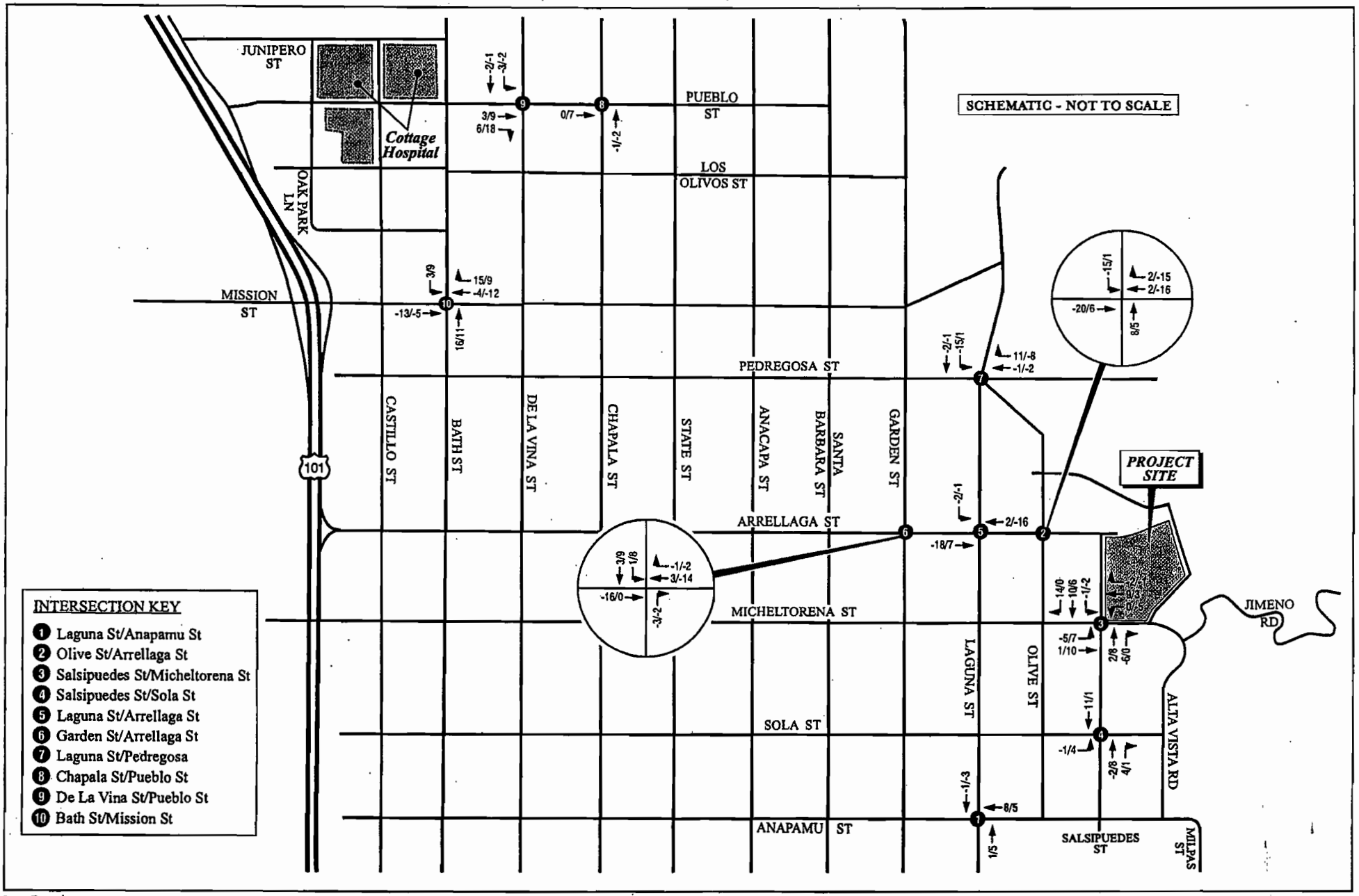
FIGURE 9

Cottage Hospital Workforce Housing

Existing Plus Project AM and PM Peak Hour Traffic Volumes



LSA

LEGEND

10 - Study Area Intersection

XX/YY - AM/PM Volumes

SCHEMATIC - NOT TO SCALE

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FIGURE 10

Cottage Hospital Workforce Housing
Net Change AM and PM
Peak Hour Traffic Volumes

Table G: Net Project Intersection Level of Service (LOS) Summary

	Baseline Condition				Existing + Project Condition				Net Project	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
Intersection	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Net Change**	**Net Change**
Unsignalized Intersections										
1. Anapamu Street/Laguna Street	15.2	C	20.0	C	15.3	C	20.0	C	0.1	0.0
2. Arrellaga Street/Olive Street	13.5	B	12.0	B	12.6	B	12.2	B	-0.9	0.2
3. Micheltorena Street/Salsipuedes Street	9.7	A	9.4	A	9.9	A	9.8	A	0.2	0.4
4. Sola Street/Salsipuedes Street	10.4	B	9.9	A	10.5	B	10.0	B	0.1	0.1
5. Arrellaga Street/Laguna Street	10.0	B	10.2	B	10.0	B	10.1	B	0.0	-0.1
6. Arrellaga Street/Garden Street	19.8	C	16.3	C	20.0	C	16.3	C	0.2	0.0
7. Pedregosa Street/Laguna Street-Olive Street	9.3	A	9.1	A	9.2	A	9.1	A	-0.1	0.0
8. Pueblo Street/Chapala Avenue	10.1	B	11.4	B	10.1	B	11.5	B	0.0	0.1
9. Pueblo Street/De La Vina Street	15.4	C	18.4	C	15.2	C	18.4	C	-0.2	0.0
	V/C	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**	**Net Change**	**Net Change**
Signalized Intersection										
10. Mission Street/Bath Street	0.66	B	***0.80***	***C***	0.66	B	***0.80***	***C***	0.000	0.000

Notes:

Bold and *italicized* numbers represent impacted intersections.

An intersection is considered "impacted" in the baseline condition if the volume to capacity (v/c) ratio is 0.77 v/c or the delay is 22 seconds or greater.

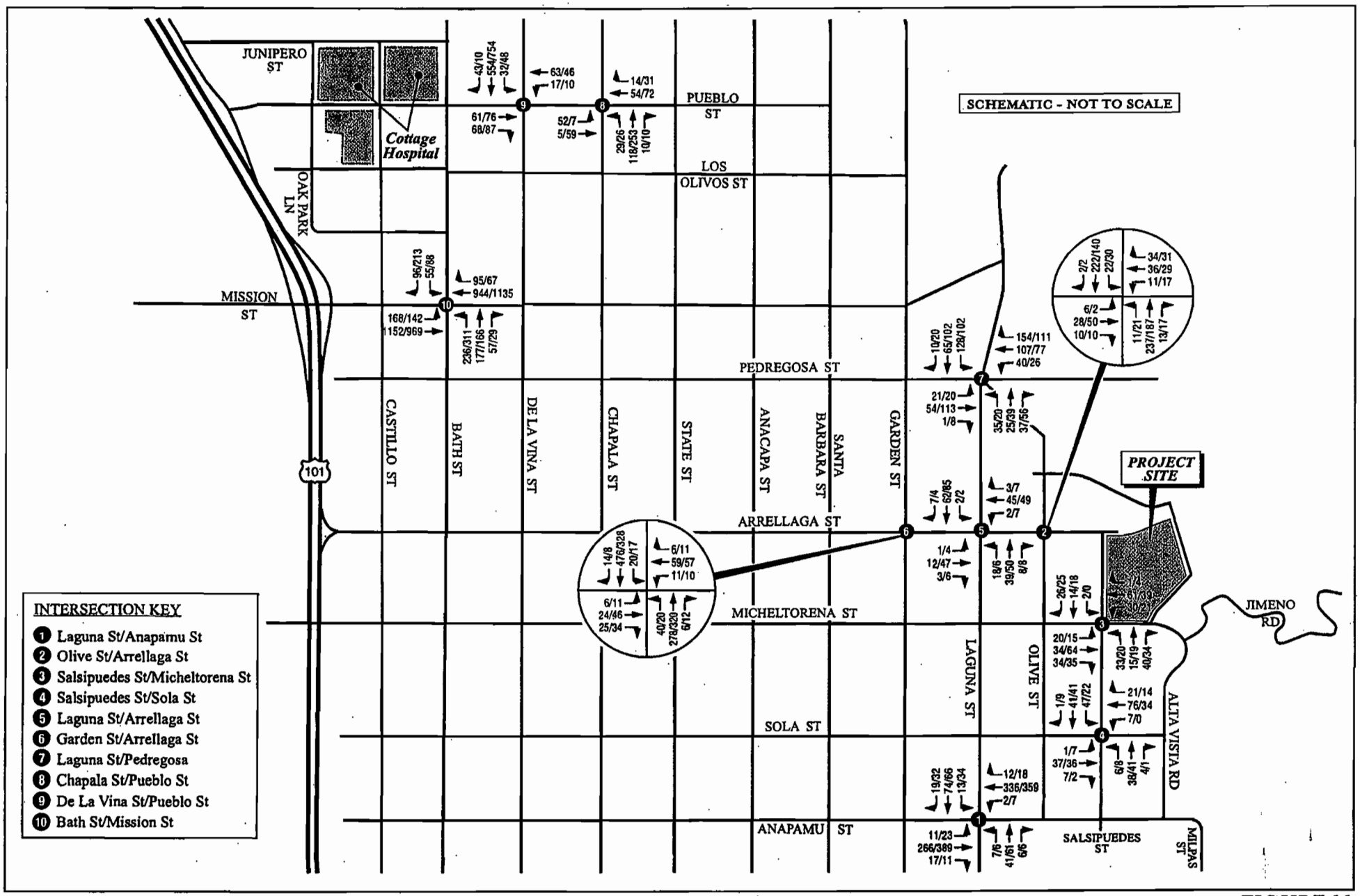

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FIGURE 11

Cottage Hospital Workforce Housing
Cumulative Plus Project
AM and PM Peak Hour Traffic Volumes

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Table H: Cumulative Net Project Intersection Level of Service (LOS) Summary

	Cumulative Baseline Condition				Cumulative + Project Condition				Net Cumulative Project	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
Intersection	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Net Change**	**Net Change**
Unsignalized Intersections										
1. Anapamu Street/Laguna Street	16.6	C	***23.9***	***C***	16.7	C	***24.1***	***C***	0.1	0.2
2. Arrellaga Street/Olive Street	14.2	B	12.5	B	13.2	B	12.7	B	-1.0	0.2
3. Micheltorena Street/Salsipuedes Street	9.9	A	9.5	A	10.1	B	9.9	A	0.2	0.4
4. Sola Street/Salsipuedes Street	10.6	B	10.0	B	10.7	B	10.1	B	0.1	0.1
5. Arrellaga Street/Laguna Street	10.2	B	10.3	B	10.1	B	10.2	B	-0.1	-0.1
6. Arrellaga Street/Garden Street	***22.9***	***C***	18.1	C	***23.1***	***C***	18.0	C	0.2	-0.1
7. Pedregosa Street/Laguna Street-Olive Street	9.7	A	9.5	A	9.7	A	9.4	A	0.0	-0.1
8. Pueblo Street/Chapala Avenue	10.3	B	11.7	B	10.3	B	11.8	B	0.0	0.1
9. Pueblo Street/De La Vina Street	16.7	C	20.6	C	16.8	C	20.8	C	0.1	0.2
	V/C	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**	**Net Change**	**Net Change**
Signalized Intersection										
10. Mission Street/Bath Street	0.74	C	***0.89***	***D***	0.62	B	***0.89***	***D***	-0.120	0.000

Notes:

Bold and *italicized* numbers represent impacted intersections.

An intersection is considered "impacted" in the cumulative baseline condition if the volume to capacity (v/c) ratio is 0.77 v/c or the delay is 22 seconds or greater.

Table I: Trip Reduction Potential of Shuttle Program at Impacted Intersections

Intersection	(1) Cumulative Baseline Traffic Volumes	(2) Cumulative Plus Project Traffic Volumes	(3) Net Change with Proposed Project	(4) Project Trip Generation	(5) Shuttle Program Trip Reduction	(6) Total Net Change with Shuttle Program	(7) Significant Impact
Mission St/Bath St							
AM Peak Hour	2,963	2,980	17	87	11	6	Y
PM Peak Hour	3,109	3,120	11	116	15	-4	N
Anapamu St/Laguna St							
AM Peak Hour	796	804	-8	87	11	-19	N
PM Peak Hour	1,004	1,012	-8	116	15	-23	N
Arrellaga St/Garden St							
AM Peak Hour	978	965	13	87	11	2	N
PM Peak Hour	875	874	1	116	15	-14	N

Notes:

(1) Cumulative baseline traffic volumes include existing, St. Francis Hospital, and cumulative traffic volumes.

(2) Cumulative plus project traffic volumes include existing, cumulative, and project traffic volumes.

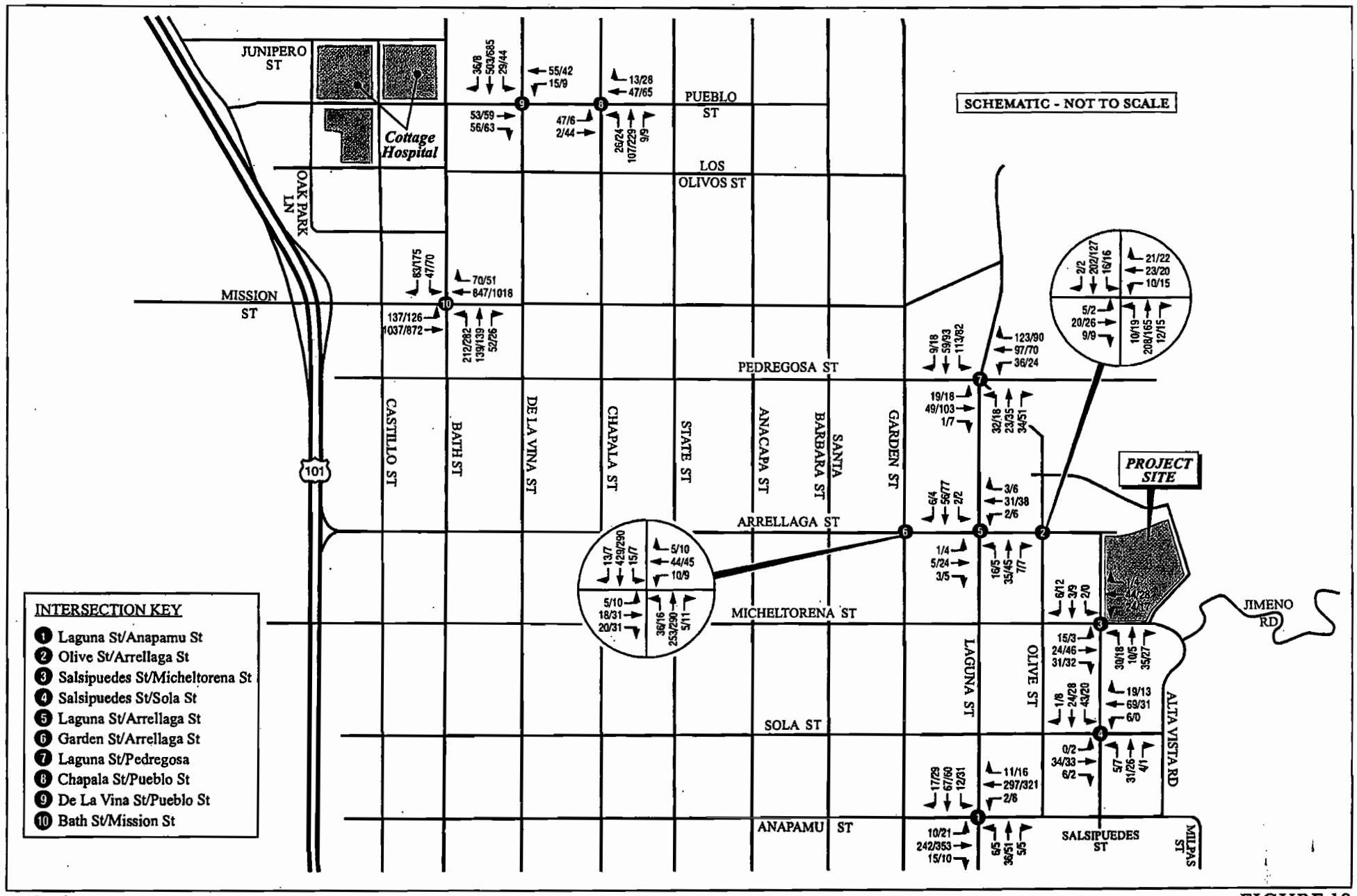
(3) Net Change with Proposed Project = Column (2) - Column (1)

(4) Cottage Workforce Housing Trip Generation

(5) Implementation of the Shuttle Program has the potential to reduce traffic at these intersections equal to or greater than 12.5% of the project trip generation.

(6) Total Net Change with Shuttle Program = Column (3) - Column (5)

(7) An intersection is "impacted" when measurable traffic (five or more vehicles) is added to the intersection during the peak hour.



LSA

LEGEND

10 - Study Area Intersection

XX/YY - AM/PM Volumes

SCHEMATIC - NOT TO SCALE

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FIGURE 12

Cottage Hospital Workforce Housing

Existing AM and PM Peak Hour Traffic Volumes

Table J summarizes the results of the existing a.m. and p.m. peak-hour LOS analysis for the 10 study area intersections. The existing LOS calculation worksheets are contained in Appendix G. As this table indicates, all study area intersections are currently operating at satisfactory LOS (LOS C or better) during the a.m. and p.m. peak hours. Based on the traffic counts that were taken on December 8, 2004, the a.m. and p.m. peak-hour LOS operation characteristics for most study area intersections are similar to the existing baseline conditions described in Table B. The only difference in LOS conditions is that under existing conditions, the delay at the Arrellaga Street/Laguna Street intersection has decreased slightly and the intersection presently operates at LOS A rather than LOS B.

Table J: Existing Intersection Level of Service (LOS) Summary

	AM Peak Hour		PM Peak Hour	
Intersection	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**
Unsignalized Intersections				
1. Anapamu Street/Laguna Street	15.1	C	19.8	C
2. Arrellaga Street/Olive Street	12.1	B	11.4	B
3. Micheltorena Street/Salsipuedes Street	9.5	A	9.3	A
4. Sola Street/Salsipuedes Street	10.3	B	9.8	A
5. Arrellaga Street/Laguna Street	9.9	A	9.9	A
6. Arrellaga Street/Garden Street	19.0	C	15.4	C
7. Pedregosa Street/Laguna Street-Olive Street	9.1	A	8.9	A
8. Pueblo Street/Chapala Avenue	10.1	B	11.4	B
9. Pueblo Street/De La Vina Street	15.2	C	18.2	C
	V/C	**LOS**	**V/C**	**LOS**
Signalized Intersection				
10. Mission Street/Bath Street	0.66	B	***0.80***	***C***

Note: **Bold** and *italicized* numbers represent impacted intersections
An intersection is considered "impacted" in the existing condition if the v/c ratio is 0.77 v/c or the delay is 22 seconds or greater.

Existing Plus Project Conditions

Traffic generated by the proposed condominium project is added to the existing traffic volumes at the study area intersections. Figure 9 shows the resulting existing plus project a.m. and p.m. peak-hour traffic volumes at the study area intersections. The existing plus project LOS calculation worksheets are contained in Appendix E. Table J summarizes the results of the existing and existing plus project a.m. and p.m. peak-hour LOS analysis for all study area intersections. As Table K indicates, all study area intersections are forecast to operate at acceptable LOS (LOS C or better) in the peak hours in both the existing and existing plus project condition, with the exception of Mission Street/Bath Street, which will operate at 0.80 v/c during the p.m. peak hour.

Table K: Existing plus Project Intersection Level of Service (LOS) Summary

	Existing Condition				Existing + Project Condition			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**
Unsignalized Intersections								
1. Anapamu Street/Laguna Street	15.1	C	19.8	C	15.3	C	20.0	C
2. Arrellaga Street/Olive Street	12.1	B	11.4	B	12.6	B	12.2	B
3. Micheltorena Street/Salsipuedes Street	9.5	A	9.3	A	9.9	A	9.8	A
4. Sola Street/Salsipuedes Street	10.3	B	9.8	A	10.5	B	10.0	B
5. Arrellaga Street/Laguna Street	9.9	A	9.9	A	10.0	B	10.1	B
6. Arrellaga Street/Garden Street	19.0	C	15.4	C	20.0	C	16.3	C
7. Pedregosa Street/Laguna Street-Olive Street	9.1	A	8.9	A	9.2	A	9.1	A
8. Pueblo Street/Chapala Avenue	10.1	B	11.4	B	10.1	B	11.5	B
9. Pueblo Street/De La Vina Street	15.2	C	18.2	C	15.2	C	18.4	C
	V/C	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**
Signalized Intersection								
10. Mission Street/Bath Street	0.66	B	***0.80***	***C***	0.66	B	***0.80***	***C***

Notes:

Bold and *italicized* numbers represent impacted intersections.

An intersection is considered "impacted" in the existing condition if the volume to capacity (v/c) ratio is 0.77 v/c or the delay is 22 seconds or greater.

An increase of 0.01 v/c or 0.20 in seconds of delay at an "impacted" intersection in the existing condition is considered a project-impact.

Cumulative Plus Project Conditions

To determine the cumulative plus project condition, traffic generated by the proposed project was added to the existing plus cumulative traffic volumes at the study area intersections. The existing plus cumulative a.m. and p.m. peak hour traffic volumes are illustrated in Figure 13. The existing plus cumulative LOS summary is summarized in Table L. The cumulative baseline LOS calculation worksheets are contained in Appendix H. Figure 11 shows the cumulative plus project a.m. and p.m. peak-hour traffic volumes. The cumulative plus project LOS calculation worksheets are contained in Appendix F. Table L summarizes the results of the cumulative and cumulative plus project a.m. and p.m. peak-hour LOS analysis for all study area intersections. In the cumulative condition, any addition of traffic to an intersection operating at 0.77 v/c or 22 seconds of delay is considered an impact. As Table M illustrates, the net change between these scenarios shows an increase of traffic to three impacted intersections:

- Anapamu Street/Laguna Street
- Arrellaga Street/Garden Street
- Mission Street/Bath Street

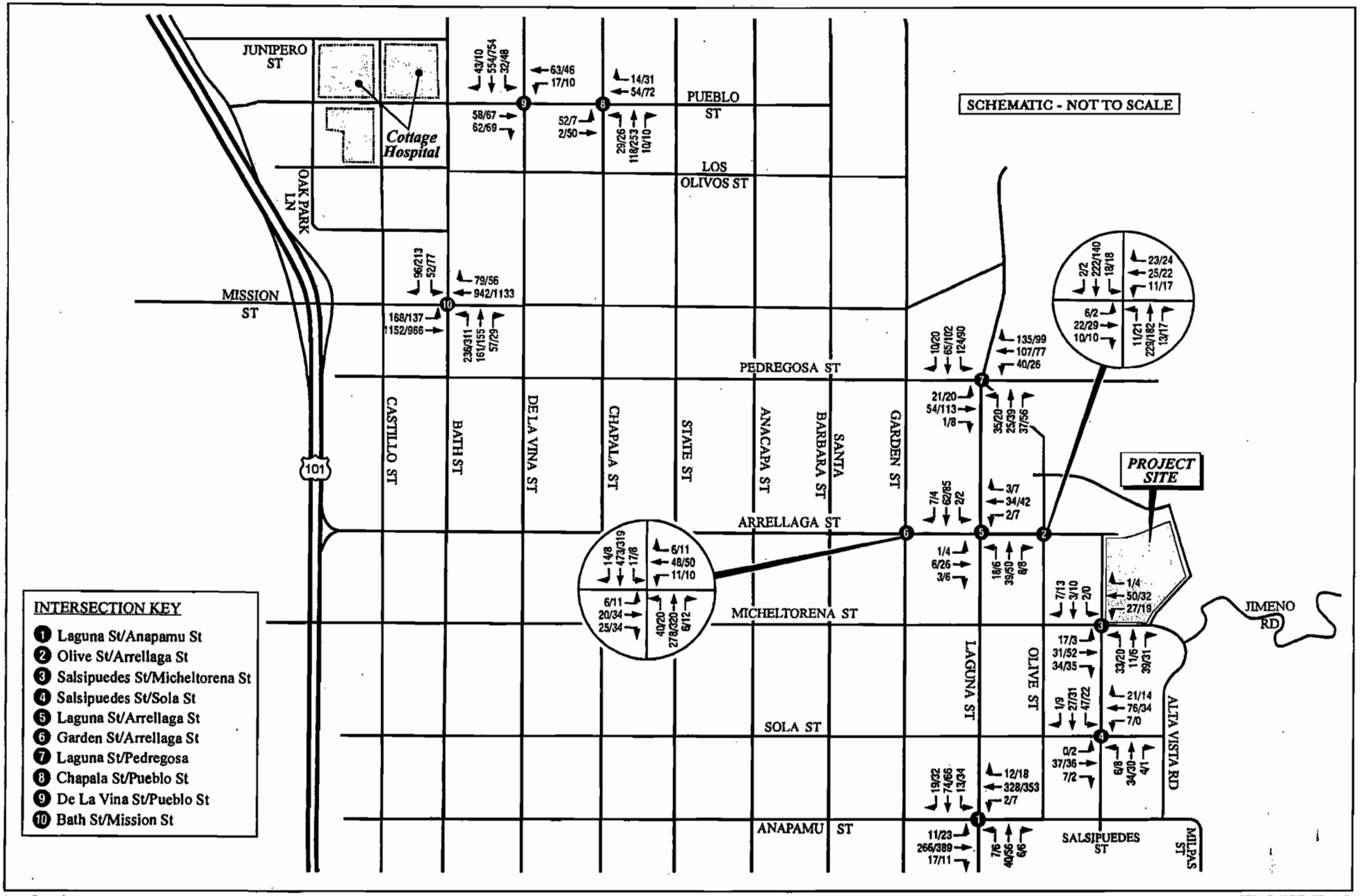
Therefore, the proposed project causes a significant impact at these locations, based on the City's significance threshold requirements. As discussed earlier in the report, the implementation of the Employee Shuttle Program has the potential to replace approximately 25 percent of the peak-hour trip generation. The reduction in trip generation would decrease the project traffic at the impacted intersections to less than measurable levels with the exception of Mission Street/Bath Street (a.m. peak hour). Therefore, the project applicant shall implement the Employee Shuttle Program to SBCH and Downtown Santa Barbara to offset the project's impact at the impacted intersections in the cumulative condition.

SITE ACCESS AND CIRCULATION IMPACTS

Vehicular Access Impacts

Currently, access from the project site to the arterial street system is provided via seven access driveways at the following locations:

- Terminus of Arrellaga Street
- California Street south of Grand Avenue
- Salsipuedes Street and Micheltorena Street
- Salsipuedes Street and Arrellaga Street
- Micheltorena Street at California Street
- North side of Micheltorena Street between California Street and Salsipuedes Street (access to existing parking structure)
- Maintenance driveways along Arrellaga Street between Salsipuedes Street and the terminus of Arrellaga Street



LSA

LEGEND

10 - Study Area Intersection

XXX/YYY - AM/PM Volumes

SCHEMATIC - NOT TO SCALE

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FIGURE 13

Cottage Hospital Workforce Housing
Existing Plus Cumulative AM and PM
Peak Hour Traffic Volumes

Table L: Existing Plus Cumulative Intersection Level of Service (LOS) Summary

	AM Peak Hour		PM Peak Hour	
Intersection	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**
Unsignalized Intersections				
1. Anapamu Street/Laguna Street	16.5	C	***23.6***	***C***
2. Arrellaga Street/Olive Street	12.7	B	11.7	**B**
3. Micheltorena Street/Salsipuedes Street	9.7	A	9.4	**A**
4. Sola Street/Salsipuedes Street	10.5	B	10.0	**A**
5. Arrellaga Street/Laguna Street	10.0	B	10.1	**B**
6. Arrellaga Street/Garden Street	21.7	C	16.9	**C**
7. Pedregosa Street/Laguna Street-Olive Street	9.5	A	9.3	**A**
8. Pueblo Street/Chapala Avenue	10.3	B	11.7	**B**
9. Pueblo Street/De La Vina Street	16.5	C	20.5	**C**
	V/C	**LOS**	**V/C**	**LOS**
Signalized Intersection				
10. Mission Street/Bath Street	0.73	C	***0.89***	***D***

Notes:
Bold and *italicized* numbers represent impacted intersections
An intersection is considered "impacted" in the cumulative baseline conditions if the v/c ratio is 0.77 v/c or the delay is 22 seconds or greater.

Table M: Cumulative Net Project Intersection Level of Service (LOS) Summary

	Existing + Cumulative Condition				Existing + Cumulative + Project Condition			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**
Unsignalized Intersections								
1. Anapamu Street/Laguna Street	16.5	C	***23.6***	***C***	16.7	C	***24.1***	***C***
2. Arrellaga Street/Olive Street	12.7	B	11.7	B	13.2	B	12.7	B
3. Micheltorena Street/Salsipuedes Street	9.7	A	9.4	A	10.1	B	9.9	A
4. Sola Street/Salsipuedes Street	10.5	B	10.0	A	10.7	B	10.1	B
5. Arrellaga Street/Laguna Street	10.0	B	10.1	B	10.1	B	10.2	B
6. Arrellaga Street/Garden Street	21.7	C	16.9	C	***23.1***	***C***	18.0	C
7. Pedregosa Street/Laguna Street-Olive Street	9.5	A	9.3	A	9.7	A	9.4	A
8. Pueblo Street/Chapala Avenue	10.3	B	11.7	B	10.3	B	11.8	B
9. Pueblo Street/De La Vina Street	16.5	C	20.5	C	16.8	C	20.8	C
	V/C	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**
Signalized Intersection								
10. Mission Street/Bath Street	0.73	C	***0.89***	***D***	0.74	C	***0.89***	***D***

Notes:

Bold numbers represent impacted intersections.

An intersection is considered "impacted" in the cumulative condition if the volume to capacity (v/c) ratio is 0.77 v/c or the delay is 22 seconds or greater.

An increase of traffic at an "impacted" intersection in the cumulative condition is considered a project-impact.

With the implementation of the proposed project, the existing driveway located on the corner of Micheltorena Street and California Street, the driveway located on the north side of Micheltorena Street between California Street and Salsipuedes Street, and the maintenance driveway along Arrellaga Street will all be removed. The removal of these three driveways will improve the operations at the intersection of California Street and Micheltorena Street, as well as along Micheltorena Street because through traffic would not be interrupted by vehicles turning in to or out of these driveways. The proposed project will utilize the remaining driveways to access the arterial street system.

The project site slopes downward from north to south, with an average slope of approximately 12.7 percent across the entire site. To accommodate this change in site elevation, a retaining wall with a maximum height of approximately 11 feet would extend from east to west across the central portion of the project site. Due to the grade separation created by the retaining wall, vehicle access between the northern and southern portions of the site would not be possible. Therefore, separate access driveways would be provided to serve the northern and southern portions of the project.

The proposed access driveway along the Salsipuedes Street is located between Arrellaga Street and Micheltorena Street, would provide vehicular access to approximately 80 dwelling units located along the southern portion of the project site. It should be noted that this portion of Salsipuedes Street is proposed to become a public street as part of the proposed project. This project driveway would serve approximately 60 a.m. and 81 p.m. peak-hour project vehicles, in addition to the adjacent existing medical office uses. This roadway was formerly an access driveway for Saint Francis Hospital, as well as the other medical facilities, which have the potential to generate more than 80 peak-hour trips. The traffic volumes along the Salsipuedes Street with the proposed project are expected to be similar to the traffic volumes experienced when Saint Francis Hospital was in operation. Therefore, no new circulation impacts to the Salsipuedes Street are anticipated with the project. The Salsipuedes Street access will be adequate to serve the traffic generated by the proposed project.

Tandem parking spaces are planned to be provided at Garage No. 3 of the proposed project. To minimize the potential for significant access impacts in the parking garage, tandem spaces should be assigned to be the same residential unit.

Vehicular access to the northern portion of the project site would be provided via two access driveways at the terminus of Arrellaga Street and along California Street. These driveways would only serve residents of the condominium units on the northern portion of the project site (approximately 35 dwelling units). In addition, a driveway would be constructed along California Street, approximately 70 feet south of the northernmost driveway, to provide access to two dwelling units located along California Street. The access driveway located at the terminus of Arrellaga Street would serve the proposed project as well as the Villa Riviera property to the north. The access driveway is wide enough to accommodate entering and exiting vehicles, and it would serve the guest parking lot as well as the garaged spaces at each dwelling unit. The access driveway located along California Street (approximately 120 feet south of Grand Avenue) is approximately 16 feet wide. The standard design vehicle for the City of Santa Barbara is 5.83 feet wide. Therefore, the 16-foot-wide driveway can accommodate two-way traffic. While two vehicles can be accommodated, each vehicle would likely slow down while entering and exiting due to the narrow driving aisle.

In addition to the California Street driveway, the driveway that would be located 70 feet to the south would serve two proposed dwelling units located adjacent to California Street. Residents of these dwelling units would have to back out of the driveway onto California Street to exit the project site. California Street is a 24-foot-wide roadway located along a steep grade, with no on-street parking. Vehicles traveling on California Street may have to stop if a vehicle is backing out. This condition presently occurs with other residential driveways north of the project site. Furthermore, because on-street parking is not allowed along California Street, sight distance would be sufficient for both vehicles backing out of the driveway and vehicles traveling on California Street.

Bicycle and Pedestrian Circulation Impacts

The Circulation Element of the City of Santa Barbara's General Plan establishes goals and objectives for the bicycle and pedestrian network. As stated in the General Plan, the Circulation Element objective is "*To create and maintain an extensive network of bikeways, which enhances access between residential, recreational, educational, institutional, and commercial areas within and outside the city.*" There are no bicycle facilities (lanes or routes) directly adjacent to the project site; however; a few designated bicycle lanes and routes exist within the study area. Pedestrian movements adjacent to the project are facilitated by sidewalks, which are provided along all the neighborhood streets near the project site. However the topography of the area adjacent to the project site is a major impediment to pedestrian circulation.

A Class II (on-road) bikeway is a bike route that provides a right-of-way designated by signs or permanent markings and is shared with pedestrians or motorists. These lanes are striped, providing a painted separation between motor vehicles and bicycles. The following roadways in the vicinity of the project site provide Class II bikeways.

- Canon Perdido (south of the project site): This bike route is part of the Cross Town Bike Route
- State Street: The bike route is located west of the project site along State Street and is known as the State Street Route
- Garden Street between Arrellaga Street and Ortega Street

Class I bikeways, as defined by the City of Santa Barbara, are off-street bike paths that provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized; they are multipurpose paths that often provide many types of nonmotorists with connections between areas not well served by the street system. The only Class I bikeway within the study area is adjacent to Cabrillo Boulevard and is known as the Coast Route. Cabrillo Boulevard is approximately two miles south of the project site.

The Santa Barbara County Bike Map also designates several alternative bicycle routes in the vicinity of the proposed project. An alternative route is a bike route that is unsigned or nonpainted. The following roadways in the vicinity of the project are designated as alternative routes:

- Alisos Street between Canon Perdido and Indio Muerto Street
- Sola Street between Castillo Street and Olive Street
- Pedregosa Street between Castillo Street and Laguna Street

- Anapamu Street between Chino Street and Vista Road
- Olive Street between Sola Street and De La Guerra

According to the City of Santa Barbara Bicycle Master Plan (October 1998), proposed bicycle lanes and facilities are planned within the vicinity of the project site. Class II bicycle lanes and facilities are planned along Salsipuedes Street from Canon Perdido to Yanonali Street and along Micheltorena Street from San Andreas Street to Garden Street

Pedestrian facilities are provided in the vicinity of the project site. Sidewalks are provided along all roadways in the vicinity of the project site. Pedestrian crosswalks are provided adjacent to the hospital to accommodate staff and visitors, and handicap access ramps are located at the intersections adjacent to the hospital.

Pedestrian circulation around the perimeter of the project site would be provided by new or improved sidewalks along California Street, Micheltorena Street, Salsipuedes Street, and Arrellaga Street. Stairs and pathways that would connect the sidewalks with a proposed network of on-site pathways between residential units would also be provided. In addition, accessible paths to the stairwells are provided in the parking garages located in the western portion of the project site. Stairwells are provided at the middle and end of each parking garage to accommodate residents and to connect to the other pathways on site.

A pedestrian corridor would extend in a north-south direction across the entire central portion of the project site. A 20-foot-wide access easement would also be provided to extend the central pedestrian corridor northward from the housing project site to Grand Avenue. Access along the corridor between the northern and southern portions of the project site would be facilitated by a stairway that would be incorporated into the design of the east-west retaining wall that would cross the project site. Another 20-foot-wide easement would be provided along a proposed access drive on the northern portion of the project site to allow bicycle and pedestrian access between Arrellaga Street and California Street.

Pedestrian access within the project site would be substantially enhanced if the design of the proposed east-west retaining wall across the center of the project site were revised to provide more than one stairwell to facilitate pedestrian access between the northern and southern portions of the project site. To improve pedestrian circulation between the northern and southern portions of the project, one additional pedestrian access should be provided in the east-west direction retaining wall. Additionally, both accesses shall be designed according to ADA standards. Implementation of this mitigation measure will reduce the potentially significant pedestrian circulation impact to less than significant

Public Transportation Impacts

The Santa Barbara MTD provides bus service to and from the project site via Route 1 (Westside Connector), Route 2 (Eastside Connector), and Route 22 (Old Mission), according to the information contained in the MTD Web site (http://www.sbmtd.gov/). The MTD bus routes are described below.

- **Route 1 (Westside Connector).** As of September 7, 2004, Route 1 originates at the Transit Center at Carrillo Boulevard and Chapala Street and ends at Modoc Street and Portesuello. The

bus operates between 5:59 a.m. and 10:13 p.m., Monday through Friday; between 6:45 a.m. and 10:00 p.m. on Saturdays; and between 7:22 a.m. and 8:51 p.m. on Sundays.

- **Route 2 (Eastside Connector).** As of September 7, 2004, Route 2 originates at the intersection of Punta Gorda and Salinas and ends at the Transit Center at Carrillo Boulevard and Chapala Street. The bus operates between 5:15 a.m. and 10:34 p.m., Monday through Friday; between 6:18 a.m. and 10:20 p.m. on Saturdays; and between 7:37 a.m. and 9:00 p.m. on Sundays.
- **Route 22 (Old Mission).** As of September 7, 2004, Route 22 originates at the Transit Center at Carrillo Boulevard and Chapala Street and ends at the Natural History Museum. The bus operates between 6:45 a.m. and 5:45 p.m., Monday through Friday; between 10:15 a.m. and 4:48 p.m. on Saturdays; and between 10:05 a.m. and 4:58 p.m. on Sundays.

At the time Saint Francis Hospital was in operation, a bus stop was provided directly in front of the hospital at Salsipuedes Street. With the closure of the hospital, the bus stop was removed and bus service was shifted to Olive Street due to low ridership. Route 22 does not provide direct service from the project to SBCH. A passenger riding on Route 22 would have to transfer buses at the Transfer Station (Downtown Santa Barbara) to Route 3 (Oak Park) in order to arrive at the hospital site.

According to the previous study conducted by ATE for the Cottage Hospital Workforce Housing project, MTD noted that ridership within the neighborhood of the project site is low, and that provision of bus service may need to be studied in the future. This information was confirmed with MTD, and MTD indicated that there are no plans for future bus service to the project site at this time[1] MTD would consider adding bus service to the proposed project site by stopping on Salispuedes Street, provided that some road improvements were made to Salispuedes Street and provisions were made for a bus bench and trash receptacle on both sides of the street.

Employee Shuttle Program. The project proposes the implementation of a shuttle bus/vanpool program. The shuttle service would be used to transport employees to and from Cottage Hospital and other Cottage Health System work sites. In addition, the shuttle service should provide a route to Downtown Santa Barbara to transport residents who are destined to downtown. This shuttle has the potential to significantly reduce the trip generation of the project; however, travel by private vehicle from the project to Cottage Hospital has been assumed in this study to provide the most conservative analysis of vehicular impacts.

Based on the intersection impact analysis, the proposed project is forecast to impact the intersections of Anapamu Street/Laguna Street, Arrellaga Street/Garden Street, and Mission Street/Bath Street. As discussed earlier in this report, the project applicant shall provide the Employee Shuttle Program to offset the project impacts at these intersections.

NEIGHBORHOOD STREET IMPACT ANALYSIS

The proposed project fronts Micheltorena Street, California Street, Salsipuedes Street, and Arrellaga Street. With the exception of Salsipuedes Street, these streets are all two-lane local streets. With the

[1] John Andoh, Transportation Planning Analyst, Santa Barbara Metropolitan Transit District Transit Development Department. Telephone Conversation January 12, 2005.

proposed project, Salsipuedes Street between Micheltorena Street and Arellaga Street will become a public street. On-street parking is provided along Micheltorena Street and Arrellaga Street. No on-street parking is allowed along Salsipuedes Street or California Street. The adjacent land uses are mostly residential, with some medical office land uses adjacent to the Saint Francis Hospital.

To assess impacts to the neighborhood vehicular circulation, the methodology used is similar to that in a study conducted by the City Planning Department of San Francisco (Appleyard 1970). In this study, a field survey was conducted of every street block in the City of San Francisco. Observers drove down each block, rating each street on a 1 to 5 scale based on its various visible qualities. Three streets were selected based on their identical appearance, but difference in traffic volumes. The streets were labeled as "Heavy," "Medium," and "Light" traffic streets to account for their average daily traffic (ADT) volumes. A roadway with approximately 2,000 ADT and/or 200 peak-hour trips was classified as "Light Traffic," approximately 8,000 ADT and/or 550 peak-hour trips were classified as "Moderate Traffic," and approximately 16,000 ADT and/or 1,900 peak-hour trips were classified as "Heavy Traffic." In addition, attitudinal surveys were made to explore the environmental values held by the residents of the neighborhoods.

Based on interviews conducted by Appleyard, five sets of issues were explored: (1) Traffic Hazard; (2) Noise, Stress, and Pollution; (3) Neighborhood and Visiting; (4) Privacy and Home Territory; and (5) Street Images: Environmental Awareness. Traffic Hazard was the most widespread environmental problem on all three streets, especially on the "Heavy" street. The increase in traffic speeds was seen as being dangerous for children, washing cars, and cars backing out of driveways. Also, the "Light" street, which had less through traffic, tended to attract drivers that would speed and neglect stop signs. During the interviews, each resident characterized the "Light" street as safe, the "Medium" street as neither safe nor unsafe, and the "Heavy" street as unsafe. Therefore, the increase in neighborhood traffic volumes and traffic hazards resulted in the neighborhood being perceived as less livable for the residents. When analyzing impacts to neighborhood streets using the Appleyard approach, an impact would occur when a "Light" street would be re-characterized as a "Medium" or "Heavy" street, or a "Medium" Street would become a "Heavy" street due to the addition of project traffic.

Examination of the peak-hour intersection traffic volumes experienced in the baseline traffic (with hospital) condition and cumulative baseline shows that the streets adjacent to the project site (i.e., Micheltorena Street, Salsipuedes Street, and Arrellaga Street) would fall into the "Light" traffic category (i.e., approximately 200 peak hour trips).

The Cottage Hospital Foundation Housing project is forecast to generate approximately 78 more daily trips, 10 fewer a.m. peak-hour trips, and 3 more p.m. peak hour trips than the previous hospital operation. As shown in Figure 10, each individual intersection would experience an increase or decrease of a minor volume of trips as a result of the proposed project. Likewise, the roadway segments connecting each study area intersection would also only experience an increase or decrease of a few peak-hour trips with the proposed project. As shown in Table N, the change in traffic would not cause any of the neighborhood streets to be recharacterized from a "Light" street to a "Medium" street. The net change is less than would typically be experienced from day to day at a particular location. As a result, it is unlikely that the net change in traffic between the hospital and the proposed residential use would result in significant neighborhood street impacts, and no significant impacts to livability are expected to occur as a result of project implementation.

Table N: Cottage Workforce Housing Neighborhood Street Analysis

Roadway Segment		Existing Baseline Traffic Volumes	Cumulative Baseline Traffic Volumes	Project Traffic	Cumulative Plus Project Traffic Volumes	Traffic Volume Category
Laguna St between Pedrogosa St and Arrellaga St						
Northbound	AM Peak Hour	64	70	0	70	Light
	PM Peak Hour	80	88	0	88	Light
Southbound	AM Peak Hour	82	91	-2	89	Light
	PM Peak Hour	105	115	-1	114	Light
Laguna St south of Arrellaga St						
Northbound	AM Peak Hour	58	65	0	65	Light
	PM Peak Hour	57	64	0	64	Light
Southbound	AM Peak Hour	61	67	0	67	Light
	PM Peak Hour	88	98	0	98	Light
Arrellaga St between Laguna St and Olive St						
Eastbound	AM Peak Hour	50	53	-20	33	Light
	PM Peak Hour	50	54	6	60	Light
Westbound	AM Peak Hour	45	48	2	50	Light
	PM Peak Hour	69	74	-16	58	Light
Arrellaga St east of Olive St						
Eastbound	AM Peak Hour	93	98	-35	63	Light
	PM Peak Hour	83	90	7	97	Light
Westbound	AM Peak Hour	72	77	4	81	Light
	PM Peak Hour	102	108	-31	77	Light
Micheltorena St west of Salsipuedes St						
Eastbound	AM Peak Hour	82	93	-5	88	Light
	PM Peak Hour	88	97	17	114	Light
Westbound	AM Peak Hour	87	97	23	120	Light
	PM Peak Hour	74	81	3	84	Light
Micheltorena St east of Salsipuedes St						
Eastbound	AM Peak Hour	72	83	-7	76	Light
	PM Peak Hour	81	91	7	98	Light
Westbound	AM Peak Hour	76	85	7	92	Light
	PM Peak Hour	61	67	-3	64	Light
Salsipuedes St between Micheltorena St and Sola St						
Northbound	AM Peak Hour	71	78	-4	74	Light
	PM Peak Hour	51	56	12	68	Light
Southbound	AM Peak Hour	67	73	11	84	Light
	PM Peak Hour	66	72	1	73	Light

Notes:

Existing baseline traffic volumes include existing and St. Francis Hospital traffic volumes.

Cumulative baseline traffic volumes include existing, St. Francis Hospital, and cumulative traffic volumes.

Cumulative plus project traffic volumes include existing, cumulative, and project traffic volumes.

Neighborhood Traffic Management Plan

In 2003, the City and residents of the Saint Francis Hospital area developed a Neighborhood Traffic Management Plan (NTMP) to address traffic concerns and inappropriate motorist behavior, and to improve the quality of life within the neighborhood. The NTMP identified average vehicle speeds on neighborhood roadways as well as specific areas within the neighborhood where residents perceived speeding to be an issue. The NTMP also includes a "toolbox" of traffic calming techniques, and prescribes traffic-calming measures at specific locations. The recommended traffic-calming program from the TMP is illustrated in Figure 14. Some recommended traffic-calming measures in the vicinity of the Cottfage Hospital Foundation Housing project site are listed below:

- Install mini-roundabout at the intersections of California Street/Grand Avenue, Olive Street/Micheltorena Street, Olive Street/Sola Street, and Alta Vista Road/Sola Street
- Stripe Olive Street and Laguna Street to reduce the visual width of those streets
- Analyze existing four-way stop controls for alternative traffic-calming tools

At the conclusion of the NTMP process, residents of the neighborhood agreed on a prioritized list of the most important issues. The priorities that were established are the Garden Street Corridor, the Santa Barbara High School area, and Valerio Street. Although the specific improvements listed above are not included in these priorities, the NTMP recommended that a Neighborhood Technical Team be established to meet regularly to help refine the plan and work through design strategies with City Staff.

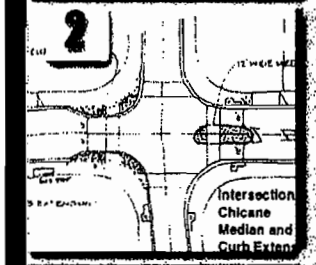
The NTMP process was initiated at an evening meeting on March 14, 2003, and the final plan was completed in November 2003. Saint Francis Hospital was closed in June 2003. With implementation of the Employee Shuttle, the Cottage Hospital Foundation Housing project, however, would not add a measurable amount of traffic or pedestrians to the streets/areas that were identified as requiring traffic-calming measures or to the streets where specific traffic-calming improvements were recommended. Therefore, no project-related changes to the NTMP are required as a result of the proposed project, and the proposed project would not substantially exacerbate existing traffic conditions that have been previously identified as requiring the installation of traffic-calming measures.

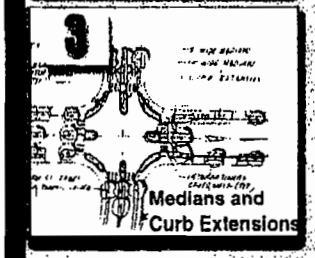
It is possible that when the project is completed and occupied, new traffic issues on the roadways adjacent to the project may arise due to project-related traffic. The toolbox established in the NTMP provides a framework for addressing future traffic issues arising from increased density of traffic near the project. Additionally, once the project is completed and occupied, the Neighborhood Technical Team in conjunction with the City, could sponsor another meeting with neighborhood residents to identify whether traffic-calming measures, in addition to those already identified in the NTMP, should be considered.

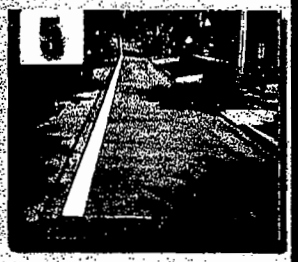
Lower Riviera/Upper East Traffic Calming Plan

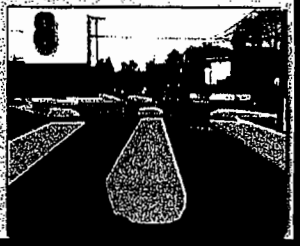
Concerns

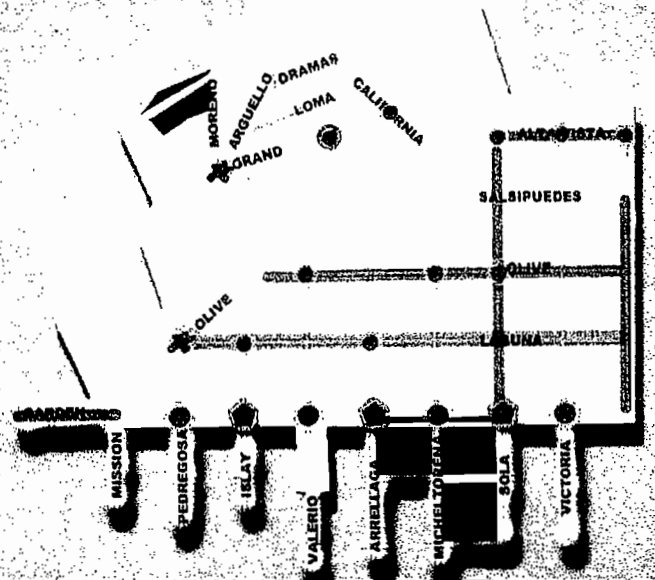
Residents are concerned with (1) Overall safety and beauty, (2) Slower speeds, (3) Noise, (4) Motorists not yielding to pedestrians, (5) Speeding on: Garden, Alta Vista, Grand, Loma, Oramas, California, Olive and Pedregosa, (6) Pedestrian crossings on Garden, (7) Intersections of Alta Vista at Sola, Valerio at Laguna, Olive at Valerio, California at Grand, Pedregosa at Olive, Victoria at Olive, Arrellaga at Olive, and Arrellaga at Laguna. (8) Residents do not want to delay emergency responders. They also seek to retain the area's beauty and historic features, and improve conditions for a village style life, walking, bicycling and using transit.











Recommendations

(1) Replace 4-way stops on Garden Street with mini-roundabouts. (2) On alternate blocks use chicanes (curb extensions with refuge islands) or (3) Chokers (curb extensions and refuge islands). (4) Stripe many streets, such as Alta Vista, Anapamu and Olive, to reduce visual width. (5) Alternate parking and use a chicane to reduce speeding on Loma and Oramas. (6) Use mini-roundabouts on Alta Vista at Sola, Victoria and Anapamu. (7) Use mini-roundabouts on Laguna at Islay, Laguna at Arrellaga, California at Grand, and other streets as needed. (8) Modify intersections on Laguna at Pedregosa and Grand at Moreno.

LSA

FIGURE 14

N

NOT TO SCALE
SOURCE: Walkable Communities, Inc.

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Cottage Hospital Workforce Housing
Lower Riviera/Upper East Traffic Calming Plan

PARKING DEMAND IMPACT ANALYSIS

Existing On-Street and Project Parking Impacts

Parking is available on-street within the project area. The curbside parking serves users of Saint Francis Hospital, other medical offices adjacent to the hospital, and the neighborhood. The number of on-street parking spaces within a one-block radius of the project site are provided below.

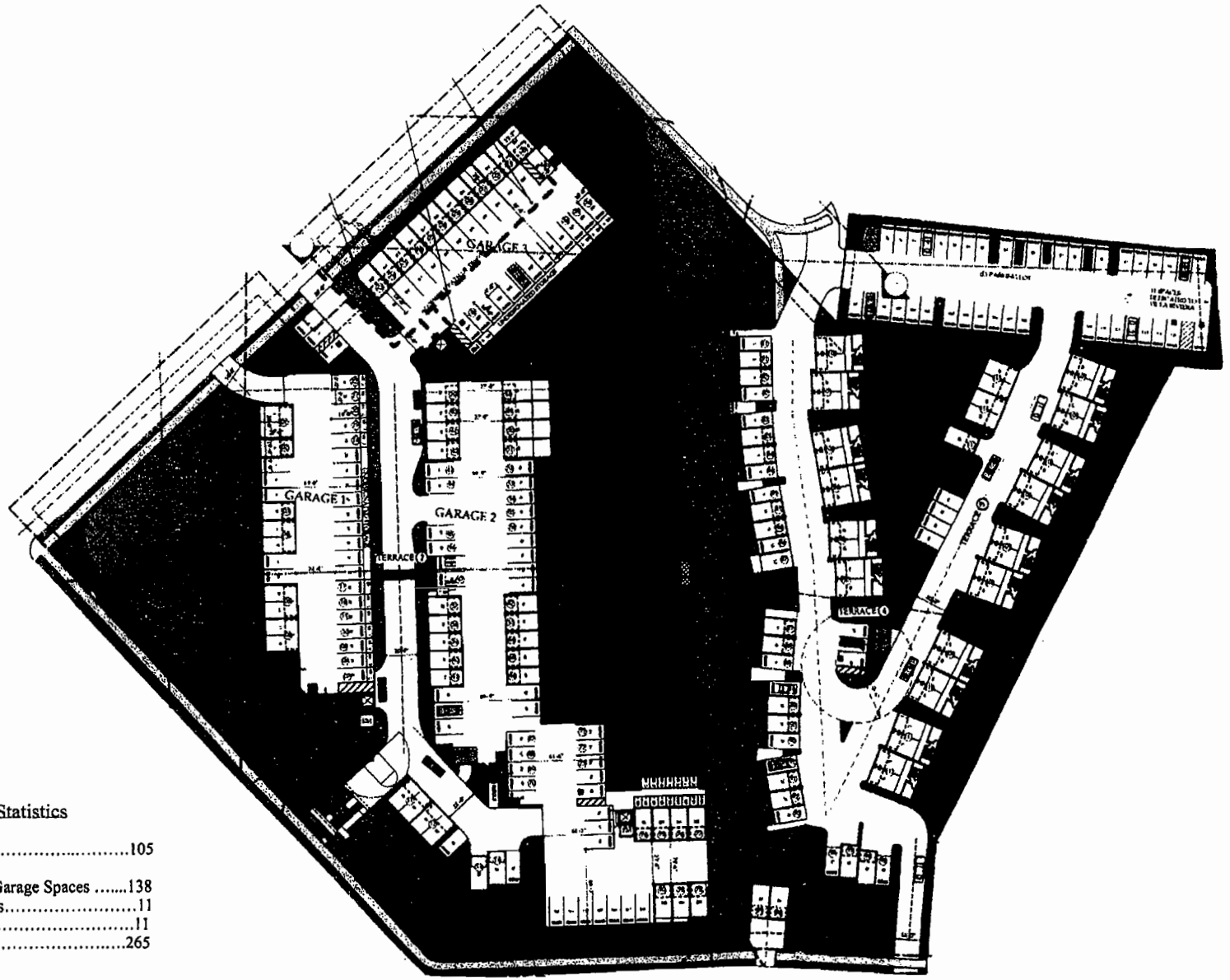
- Micheltorena Street: Approximately 45 on-street parking spaces (no parking north of California Street)
- Salsipuedes Street: Approximately 22 on-street parking spaces between Micheltorena Street and Sola Street
- Arrellaga Street: Approximately 40 on-street parking spaces between Olive Street and the terminus of Arrellaga Street
- Olive Street: Approximately 29 on-street parking spaces between Arrellaga Street and Micheltorena Street
- California Street: No on-street parking permitted.

On-street parking demand is mostly related to ownership of more than two cars, guest parking, residents who do not use their garages to park cars, and medical office visitors. The existing on-street parking supply of approximately 136 spaces within the neighborhood adjacent to the project site presently serves the existing single-family dwelling units in the area as well as a medical/office building Most of the single-family dwelling units within the neighborhood have one- to two-car garages and driveways.

On-street parking spaces along Olive Street are sign-restricted for street sweeping along the east side of the street on Mondays from 1:00 p.m. to 3:00 p.m. and along the west side of the street on Tuesdays from 1:00 p.m. to 3:00 p.m. On-street parking along Arrellaga Street, Micheltorena Street, and Salsipuedes Street do not have any parking restrictions. However, parking is restricted along the northside of Micheltorena Street between California Street and the westernmost driveway between Salsipuedes Street and California Street. In addition, there is no parking at any time along California Street. The proposed project's removal of the two driveways along Micheltorena Street and street extensions will not increase or decrease the on-street parking supply along Micheltorena Street due to the parking restrictions. The on-street parking supply and any existing on-street parking restrictions would not be affected by the proposed project.

Proposed Project Parking Facilities

With the implementation of the proposed project, the off-street parking spaces on the Saint Francis Hospital site will be removed. However, all on-street parking spaces will remain. The proposed project includes the construction of 265 covered and uncovered off-street parking spaces for residents and guests, which includes the 11 parking spaces required as part of the Conditional Use Permit for the adjacent Villa Riviera facility. Figure 15 illustrates the proposed parking plan. Table O provides a break down of the parking provided for the northern and southern portions of the project site.



Parking Statistics

Northern Area	
Surface Spaces	105
Southern Area	
Underground Garage Spaces	138
Surface Spaces	11
Villa Riviera	11
TOTAL	265

LSA

FIGURE 15

N

NOT TO SCALE

SOURCE: Cearnal Architects, 2004

Gottage Hospital Workforce Housing

Parking Plan

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Table O: Proposed Parking Supply

Parking Area	Number Provided	Total Spaces Provided
Northern Project Area (35 units)		
Surface parking spaces		
Enclosed two-car garages	18	36
Enclosed one-car garages	17	17
Assigned uncovered spaces	14	14
Unassigned uncovered spaces	38	38
Northern Area Subtotal	—	**105**
Southern Project Area (80 units)		
Underground parking garages (3)		
Assigned spaces	92	92
Unassigned spaces	46	46
Surface parking spaces		
Enclosed two-car garages	2	4
Enclosed one-car garages	2	2
Assigned uncovered spaces	2	2
Unassigned uncovered spaces	3	3
Southern Area Subtotal	—	**149**
Housing Project Subtotal		**254**
Villa Riviera Parking	11	**11**
TOTAL PARKING SPACES PROVIDED	—	**265**

According to the City of Santa Barbara's Zoning Ordinance, the parking rate for condominium use is 1.5 spaces per dwelling unit (one-bedroom unit), 2.0 spaces per dwelling unit (two-bedroom unit), and 1 guest space per four dwelling units. The proposed project includes the construction of 10 one-bedroom dwelling units and 105 two-bedroom dwelling units, for a total of 115 dwelling units. Based on the City's parking rates, approximately 15 parking spaces are required for the one-bedroom units, 210 parking spaces are required for the two-bedroom units, and 29 parking spaces are required for guests, for a total requirement of 254 parking spaces. With the addition of the 11 parking spaces required for the Villa Riviera site, the total requirement for the proposed project is 265 parking spaces. The project is proposing to provide 265 parking spaces and therefore would meet the City's Municipal Code parking requirement.

Parking Demand Impact Analysis

Parking demand estimates were developed for the project based on parking supply requirements for condominiums in cities with similar characteristics to the City of Santa Barbara. The comparison cities were chosen for their commitment to alternative transportation and pedestrian-oriented development. The cities that were analyzed are Laguna Beach, Santa Cruz, San Luis Obispo, and Santa Monica. Table P provides the parking requirements for condominium uses at these cities.

Table P: Parking Requirements from Similar Cities

	Parking Requirement (Condominium)	Proposed Project Parking Required Based on Similar Parking Requirement
City of Laguna Beach	1.5 spaces per unit (one bedroom); 2.0 spaces per unit (two bedroom); plus one guest space per 4 units	265 parking spaces
City of Santa Cruz	1.0 space per unit (one bedroom); 2.0 spaces per units (two or more bedrooms)	231 parking spaces
City of San Luis Obispo	1.5 spaces per unit (one bedroom); 2.0 spaces per unit (two bedroom); plus one guest space per 5 units	259 parking spaces
City of Santa Monica	2 spaces per unit (one bedroom or more); plus one guest spaces per 5 units	264 parking spaces

As shown in the table above, parking requirements for three of the cities were similar to the City of Santa Barbara requirement. However, the parking rate for the City of Santa Cruz is low compared to the other cities. The City of Santa Cruz parking requirement is less than the other three cities based on the various alternative modes of transportation provided and their level of use. The City of Santa Cruz provides bus service around town, as well as to the University of California, and provides an aggressive bicycle infrastructure system and program.

As discussed earlier, only one MTD bus route serves the area adjacent to the project site. Furthermore, the bus service will not provide service directly to Cottage Hospital, as this project is intended to serve. In addition, there are no striped bicycle facilities located within the project area. Most bicycle routes are unsigned and unpainted, which may not promote safe bicycle circulation, and the area topography may discourage some potential bicycle riders and pedestrians. Future bicycle and bus routes within the project site may encourage the use of bicycles and buses for alternate modes of transportation.

Based on the parking requirements for all four cities, the City of Santa Barbara parking ordinance is consistent with three of the four similar cities. The parking requirement for the City of Santa Cruz may not accurately represent the proposed project area due to the lack of alternate modes of transportation near the proposed project. Therefore, it is not recommended that the parking requirement be reduced. The number of spaces on-site can accommodate the demand for the proposed project and should not require the use of on-street parking.

Bicycle Parking Analysis

The City does not have a bicycle parking standard for residential uses. However, the City recommends one bicycle parking space per dwelling unit for residential developments. Each bicycle parking space should be enclosed and secure (i.e., not shared with other storage). Units that provide an enclosed garage would meet the bicycle parking recommendation. However, a bicycle parking space should be provided for all units that do not have an enclosed garage. Based on the project site plan, 33 units do not have an enclosed garage; therefore, 33 bicycle parking spaces should be provided. The project proposes to provide approximately 12 bicycle parking spaces. This is a deficit of approximately 21 bicycle parking spaces, resulting in insufficient bicycle parking capacity on site. The proposed project shall provide an additional 21 bicycle parking spaces to offset the project's bicycle parking impact on site.

CONSTRUCTION TRAFFIC AND PARKING IMPACTS

The proposed project includes the demolition of approximately 180,000 square feet of the vacant Saint Francis Hospital building located on the block bounded by Micheltorena Street, Arrellaga Street, California Street, and Salsipuedes Street. Demolition and reconstruction would be implemented in a series of phases over an approximate 67-week period. As proposed, construction would be limited to the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday.

Proposed construction-related activities have been identified for four separate project areas, and the project development activities in each area would be conducted in four overlapping phases. Each development area would be managed as a "project within a project." A description of the demolition, grading, and construction operations that have been proposed for each development area on site are provided below. Figure 16 depicts the location of each proposed development area.

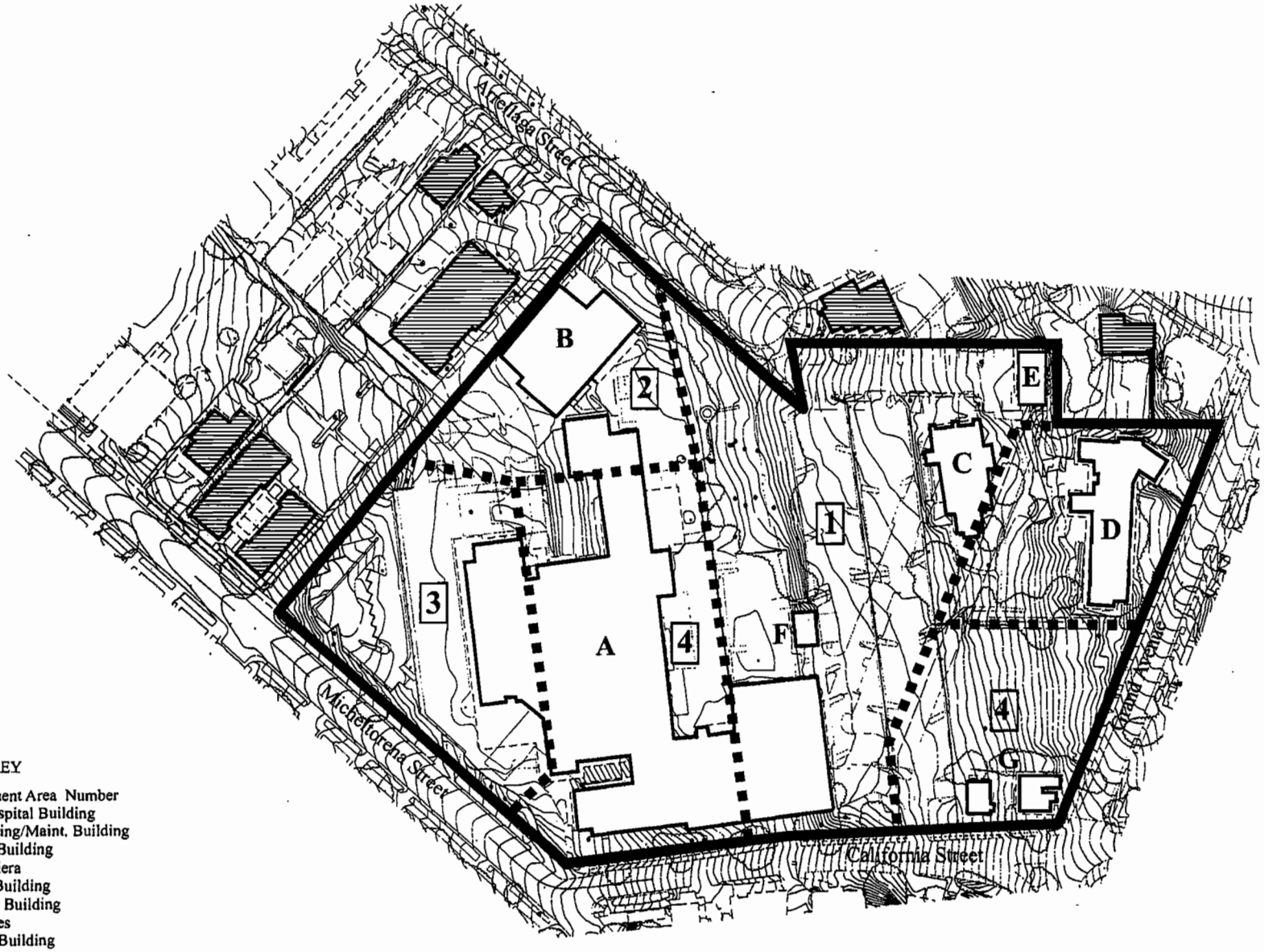

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FIGURE 16

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NOT TO SCALE

Cottage Hospital Workforce Housing
Development Areas

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Development Area 1

Development Area 1 would consist of the northern portion of the project site and would include all of the area north of the proposed east-west retaining wall that would extend across the center of the project site. The existing parking lot located at the end of Arrellaga Street in the northwest corner of the project site is also located in Development Area 1. Access to Area 1 would be provided from an existing driveway at the end of Arrellaga Street and a new driveway along California Street.

Demolition activities in Area 1 would occur over a period of approximately nine weeks and would result in the removal of the Convent Building, the northeast portion of the main hospital building, the storage building located in the northwest corner of the project site, the generator building, and the large parking lot located north of and adjacent to the Main Hospital Building. The single-family dwelling and duplex unit located in the northeast corner of the project site are also located in Area 1, but would not be demolished until the end of demolition activities planned for Development Area 4.

Construction activities in Development Area 1 would occur over a period of approximately 37 weeks and would result in the construction of the east-west retaining wall and 35 residential units. The parking lot located north of Arrellaga Street would be used to temporarily locate construction office trailers, while maintaining access to the 11 parking spaces required by the Villa Riviera. A construction equipment and material staging area would be provided in an area west of the parking lot that is to be retained and south of and adjacent to Arrellaga Street.

Development Area 2

Development Area 2 would be located in the eastern corner of the project site, bounded by Arrellaga Street to the north and Salsipuedes Street to the west. The Engineering/Maintenance Building and the western portion of the Main Hospital Building are located in Development Area 2 and would be demolished during this project phase. It is anticipated that demolition activities would take approximately 11 weeks to complete. Construction activities in Development Area 2 would occur over a period of approximately 19 weeks and would result in the development of the 18 residential units and underground parking garage. Eleven of the proposed residential units would be located above the parking garage (Garage No. 3). A construction equipment and material staging area would be provided in the southern portion of Area 2.

Development Area 3

Development Area 3 would be located in the southernwest portion of the project site, bounded by Salsipuedes Street to the west and Micheltorena Street to the south. Access to Development Area 3 would be provided along the proposed on-site driveway that would connect to Salsipuedes Street. Demolition activities in Development Area 3 would occur over a period of approximately 11 weeks. Structures that would be removed include the south wing of the main hospital building and the parking facilities located to the south of the hospital building.

Construction activities in Development Area 3 would occur over a period of approximately 25 weeks and would result in the development of 20 residential units and underground parking garage (Garage No. 1). Fourteen of the proposed residential units would be located above the parking garage. A

construction equipment and material staging area would be provided in the southern portion of Area 3.

Development Area 4

Development Area 4 would be the largest on-site development area and would be bounded by the east-west retaining wall to the north and California Street to the east. Access to this area would be provided by a gate located near the intersection of California Street and Micheltorena Street.

Portions of the Main Hospital Building would have been removed during the development of Areas 1, 2, and 3; however, the majority of the building would be demolished during this project phase. It is anticipated that demolition activities in Development Area 4 would take approximately 21 weeks to complete. Construction activities in Development Area 4 would occur over a period of approximately 39 weeks and would result in the construction of 42 residential units and an underground parking garage (Garage No. 2). Twenty-five of the proposed residential units would be located above the parking garage. A construction equipment and material staging area would be provided in the western portion of Area 4.

Construction-Related Trip Generation

The number of project-related construction trips was estimated by assuming one car per construction worker inbound during the a.m. peak hour and outbound during the p.m. peak hour. Truck trips are based upon truck trip estimates provided by RiderHuntLevett & Baily. The total construction-related trips are shown for each Development Area in Table Q.

Table Q: Construction Trip Generation by Development Area

	Worker Trips		Truck Trips[1]		
	AM	PM	AM[2]	PM[2]	Daily[3]
Development Area 1	75	75	7	7	66
Development Area 2	65	65	4	4	42
Development Area 3	65	65	4	4	40
Development Area 4	100	100	8	8	76
Total Construction Trips Over the 67-Week Project Development Period	**305**	**305**	**23**	**23**	**224**

1 Source: RiderHuntLevett & Baily (2004).
2 Peak-hour truck trips represent 10 percent of the daily truck trips.
3 ADT of construction-related trucks were estimated by dividing the total number of truck trips by the estimated duration (number of workdays) of the specific development activity.

The inbound and outbound peak hour traffic from construction workers traveling to/from the project site would generate roughly the same volume of peak hour traffic as the former hospital operation. As demonstrated in the level of service analysis, all study area intersections operate with satisfactory levels of service in the existing plus hospital scenario. Furthermore, construction workers would only

park on-site while space is available for worker parking. Once construction activities replace the available parking, construction workers would be shuttled from off-site parking areas, reducing the peak hour construction traffic generation immediately adjacent to the site.

Disposition of Demolition Material

It is anticipated that asphalt and concrete from the demolished buildings and parking lots would be hauled to an off-site recycling facility. It is also anticipated that on-site equipment and other building materials would be salvaged for reuse or recycling. These materials may include items such as roofing tiles, exterior light fixtures, doors, elevators, landscaping, stone from retaining walls that are to be demolished, metal railings, medical equipment, mechanical plant and related equipment, and metal recovered from electrical cable, conduit, ducts, and plumbing.

Trucks traveling to and from proposed Development Areas 1, 2, and 3 would generally have equal access opportunities via Micheltorena Street and Arrellaga Street. Truck access to and from Development Area 4 would primarily occur via Micheltorena Street. Over the course of the 67-week construction period, it is estimated that approximately 30 percent of construction-related truck traffic would use Arrellaga Street, while approximately 70 percent would use Micheltorena Street. It was also assumed that all construction traffic would travel on Garden Street to and from U.S. 101 or the Marborg Construction and Demolition Recycling Facility on Quarantina Street. Based on a daily average of approximately 50 truck trips , approximately 15 daily truck trips would access Arrellaga Street, 35 daily truck trips would access Micheltorena Street, and 50 daily truck trips would access Garden Street. This is approximately five truck trips per hour during the construction hours. During the peak hour, approximately five peak-hour truck trips (approximately one truck trip per 12 minutes during the peak hour) would be traveling through the study area intersections.

Based on the number of construction trips added to the surrounding circulation system, the proposed project would not add a significant number of truck trips to the study area intersections or roadways. The capacity of the roadways would not be adversely affected by the number of truck trips on the designated hauling route. Therefore, construction-related traffic and circulation impacts would be less than significant, and no mitigation measures are required.

PROJECT ALTERNATIVES ANALYSIS

Four project alternatives have been developed for the project site. To understand the potential for additional or reduced traffic impacts with each project alternative, a trip generation analysis was prepared. The trip generation of each project alternative is compared to the project trip generation to determine the difference in vehicle trips between the proposed project and each project alternative. The project alternatives are described below:

No Project Alternative

In this alternative the existing Saint Francis Medical Center Complex would remain predominately vacant, however, hospital-related uses could be reestablished in the existing buildings. Although it is unlikely that full operation of the Saint Francis Medical Center would occur under this alternative, the full trip generation potential of the hospital has been assumed for the No Project Alternative.

Use Only Existing On-Site Buildings to Develop New Residences Alternative

This alternative would redevelop the existing Main Hospital and Convent buildings to provide new housing units. Under this alternative 89 dwelling units could be provided. To maintain consistency with the project traffic analysis, trip rates for single family dwelling units have been used to develop the trip generation for this alternative.

Project Redesign: Reduced Number of Units Alternative

This alternative would include a reduced density project with 89 dwelling units. Because the number of units is the same as the "Use Only Existing On-Site Buildings to Develop New Residences Alternative," the trip generation would be the same as the previously described alternative.

Alternative Use: Mixed-Use Development Alternative

This alternative would develop the 5.94-acre project site into 77,000 square feet of professional office space and 77 dwelling units.

To compare the trip generating characteristics of each land use alternative, vehicle trips for each alternative were calculated using trip rates from the Institute of Transportation Engineers, *Trip Generation*, 7th Edition. The trip generation for each alternative is shown in Table R.

As shown in Table R, the No Project and Alternative Use/Mixed Use Alternatives result in a higher a.m. peak hour inbound and p.m. peak hour outbound trip generation than the proposed project. This is due to the fact that the project would develop residential uses (which predominately generate outbound trips in the morning and inbound trips in the evening), and the No Project and Alternative Use/Mixed Use Alternatives would develop hospital or office uses (which predominately generate inbound trips in the morning and outbound trips in the evening). Implementation of either of these two alternatives would result in a shift in the directionality of traffic that is experienced in the neighborhood when compared to the proposed project. With the No Project Alternative, the overall trip generation is roughly the same, however the Alternative Use/Mixed Use Alternative would generate an additional 484 daily, 91 a.m. peak hour and 75 p.m. peak hour project trips, a significant increase from the proposed project.

Implementation of either the Use Existing On-Site Buildings or Project Redesign Alternatives would result in less trip generation than the proposed project. Both of these alternatives would develop 89 dwelling units, while the project would consist of 115 dwelling units. As a result, overall traffic from either alternative would be less than that experienced with the proposed project.

RECOMMENDED IMPROVEMENTS/MITIGATION MEASURES

Based on the City of Santa Barbara significant impact thresholds, no significant traffic/circulation impacts were identified as a result of implementation of the proposed project with the exception of Mission Street/Bath Street (a.m. peak hour). The proposed project will add measurable traffic to this

Table R: Trip Generation Comparison of Project Alternatives

				AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Unit**	**ADT**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Hospital[1]		Beds	11.81	0.79	0.34	1.13	0.47	0.83	1.30
Convent[1]		Beds	2.15	-	-	0.06	-	-	0.17
Single-family housing[2]		DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Professional office[3]		TSF	11.01	1.36	0.19	1.55	0.25	1.24	1.49
Project Trip Generation[4]			1,101	22	65	87	73	43	116
Trip Generation									
No Project Alternative									
Hospital	85	Beds	1,004	67	29	96	40	71	111
Convent	9	Beds	19	1	0	1	1	1	2
Total Trip Generation			1,023	68	29	97	41	72	113
Increase/Decrease from Project			***-78***	***+46***	***-36***	***+10***	***-32***	***+29***	***-3***
Use Existing On-Site Buildings & Project Redesign Alternatives									
89 dwelling units	89	DU	852	17	50	67	57	33	90
Increase/Decrease from Project			***-249***	***-5***	***-15***	***-20***	***-16***	***-10***	***-26***
Alternative Use/Mixed-Use Alternative									
Professional office	77	TSF	848	105	15	120	19	95	114
77 dwelling units	77	DU	737	15	43	58	49	28	77
Total Trip Generation			1,585	120	58	178	68	123	191
Increase/Decrease from Project			***+484***	***+98***	***-7***	***+91***	***-5***	***+80***	***+75***

DU = Dwelling Units
TSF = Thousand Square Feet

1 ATE, *Revised Traffic, Circulation and Parking Study for the Santa Barbara Cottage Hospital Workforce Housing Project,* May 6, 2004.

2 Institute of Transportation Engineers, *Trip Generation,* 7th Edition. Land Use Code 210 – Single Family Detached Housing.

3 Institute of Transportation Engineers, *Trip Generation,* 7th Edition. Land Use Code 710 – General Office Building

4 Table E

intersection in the cumulative horizon. As a result, the proposed project will create a significant unavoidable impact at this intersection. The following conclusions and recommendations have been made to minimize any potential impacts the City did not address.

Intersections

Based on the results of the traffic impact analysis, the proposed project would not exceed the City's performance criteria at the study area intersections in the existing (with Saint Francis in operation) conditions. However, the proposed project will exceed the City's performance criteria at three study area intersections in the cumulative (2015) horizon. In addition, the analysis of the existing land uses (assuming Saint Francis as unoccupied) concluded that the proposed project would not exceed the City's performance criteria at the study area intersections in the existing conditions. However, the same three intersections impacted above are forecast to operate at unacceptable levels of service in the cumulative (2015) horizon.

The implementation of the Employee Shuttle Program has the potential to provide shuttle service to approximately 25 percent of the residents of Cottage Workforce Housing. The reduction in trip generation would decrease the project traffic at the impacted intersections to less than significant, with the exception of Mission Street/Bath Street. Therefore, it is recommended that the project applicant shall implement the Employee Shuttle Program to offset the project's impact at the impacted intersections in the cumulative horizon.

Pedestrian Access

To mitigate a potentially significant barrier to pedestrian travel between the northern and southern portions of the site, one additional pedestrian access should be provided on the east-west retaining wall. Additionally, both pedestrian access locations should be designed to meet ADA standards.

Parking

Tandem parking spaces are planned to be provided at Garage No. 3 of the proposed project. To minimize the potential for significant access impacts in the parking garage, tandem spaces should be assigned to be the same residential unit.

The proposed project should provide approximately 115 bicycle parking spaces on site. Based on the project site plan, the project proposes to provide approximately 94 bicycle parking spaces. This is a deficit of approximately 21 bicycle parking spaces, resulting in insufficient parking capacity on site. Therefore, the proposed project shall provide an additional 21 bicycle parking spaces to offset the project's parking impact on site.

Transit Service

The project includes the implementation of a shuttle bus/vanpool program. The shuttle service would be used to transport employees to and from SBCH and other Cottage Health System work sites. However, no transit service to the site exists for spouses of Cottage Health System employees or other

residents of the market rate units. MTD staff has indicated that future service could be possible if improvements were made to Salsipuedes Street and provisions were made for a bus bench and trash receptacle on both sides of the street. In addition to the employee shuttle, the project applicant should work with MTD to investigate the possibility for MTD transit service to the site.

APPENDIX A

EXISTING TRAFFIC COUNTS

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St DATE: 12/14/2004 LOCATION: City of Santa Barbara

E-W STREET: Chapala Av DAY: TUESDAY PROJECT# 04-7010-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	13	1			3	4				4	25	2	52
7:15 AM	11	2			7	4				4	21	1	50
7:30 AM	13	2			3	4				6	34	0	62
7:45 AM	21	0			12	2				1	21	0	57
8:00 AM	12	0			7	2				5	25	1	52
8:15 AM	12	1			7	6				7	23	1	57
8:30 AM	11	1			13	1				7	30	4	67
8:45 AM	12	0			20	4				7	29	3	75
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	105	7	0	0	72	27	0	0	0	41	208	12	472

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	47	2	0	13	47	#REF! 13	0	0	0	26	107	9	#REF!
PEAK HR. FACTOR:		0.942			0.625			0.000			0.866		0.837

CONTROL: 3-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pueblo St | DATE: 12/14/2004 | LOCATION: City of Santa Barbara

E-W STREET: Chapala Av | DAY: TUESDAY | PROJECT# 04-7010-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	20			23	11				2	80	1	139
4:15 PM	2	10			17	4				7	54	3	97
4:30 PM	1	5			18	5				8	47	2	86
4:45 PM	1	9			7	8				7	48	3	83
5:00 PM	0	4			14	5				10	48	2	83
5:15 PM	0	6			9	4				12	50	0	81
5:30 PM	0	10			8	3				4	32	2	59
5:45 PM	0	11			11	4				6	25	4	61
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	6	75	0	0	107	44	0	0	0	56	384	17	689

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	6	44	0	28	65	#REF! 28	0	0	0	24	229	9	#REF!
PEAK HR. FACTOR:		0.568			0.684			0.000			0.789		0.728

CONTROL: 3-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: De La Vina St. DATE: 12/14/2004 LOCATION: City of Santa Barbara

E-W STREET: Pueblo St DAY: TUESDAY PROJECT# 04-7010-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	11			7	4				1	47	12	83
7:15 AM	3	13			8	4				2	64	6	100
7:30 AM	2	11			4	5				4	81	10	117
7:45 AM	4	9			15	7				4	127	3	169
8:00 AM	6	16			12	11				5	104	17	171
8:15 AM	3	14			6	17				6	134	6	186
8:30 AM	4	11			17	14				4	111	8	169
8:45 AM	2	14			18	14				14	154	5	221
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	25	99	0	0	87	76	0	0	0	40	822	67	1216

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	15	55	0	0	53	56	0	0	0	29	503	36	747
PEAK HR. FACTOR:		0.795			0.852			0.000			0.821		0.845

CONTROL: 3 Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: De La Vina St. DATE: 12/14/2004 LOCATION: City of Santa Barbara

E-W STREET: Pueblo St DAY: TUESDAY PROJECT# 04-7010-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	17			13	18				12	169	2	236
4:15 PM	0	12			16	12				12	176	1	229
4:30 PM	4	7			17	18				9	171	2	228
4:45 PM	0	6			13	15				11	169	3	217
5:00 PM	0	4			14	16				8	162	4	208
5:15 PM	2	8			11	11				7	152	6	197
5:30 PM	1	5			12	12				9	166	2	207
5:45 PM	1	4			17	10				5	160	2	199
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	13	63	0	0	113	112	0	0	0	73	1325	22	1721

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	9	42	0	0	59	63	0	0	0	44	685	8	910
PEAK HR. FACTOR:		0.580			0.871			0.000			0.975		0.964

CONTROL: 3 Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pedregosa St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Olive Av DAY: WEDNESDAY PROJECT# 04-7010-004_1

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WR	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	7	4	3	9	2	10	18	1	5	7	12	80
7:15 AM	8	11	1	2	13	6	24	19	0	3	15	15	117
7:30 AM	7	9	3	8	24	3	36	13	4	2	10	40	159
7:45 AM	3	8	0	2	19	0	25	12	1	2	5	30	107
8:00 AM	1	15	2	2	18	0	17	15	4	4	2	29	109
8:15 AM	3	13	2	2	17	2	14	13	2	4	3	20	95
8:30 AM	4	12	4	1	17	0	11	11	0	4	1	10	75
8:45 AM	3	9	8	2	13	2	10	13	1	4	4	11	80
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM	Pedregosa to Laguna	Pedreg. - Pedreg.	Pedreg. - Olive	Pedreg. - Laguna	Pedreg. - Pedreg.	Pedreg. - Laguna	Laguna - Olive	Laguna - Laguna	Laguna - Pedreg.	Olive - Laguna	Laguna - Pedreg.	Olive - Laguna	
TOTAL VOLUMES =	NL 31	NT 84	NR 24	SL 22	ST 130	SR 15	EL 147	ET 114	ER 13	WL 28	WR 47	WR 167	TOTAL 822

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	19	43	6	14	74	9	102	59	9	11	32	114	492
PEAK HR. FACTOR:		0.850			0.693			0.802			0.755		0.774

CONTROL: 5-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pedregosa St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Olive Av DAY: WEDNESDAY PROJECT# 04-7010-004_1

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WR	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	22	4	0	14	0	17	22	0	5	8	17	112
4:15 PM	6	16	6	2	9	0	12	14	0	1	5	21	92
4:30 PM	2	18	5	3	16	1	16	27	5	1	1	18	113
4:45 PM	5	19	4	2	11	1	11	23	4	2	9	22	113
5:00 PM	6	23	6	4	16	1	18	25	5	4	8	24	140
5:15 PM	5	22	5	3	14	0	16	18	4	3	9	23	122
5:30 PM	4	22	3	2	12	1	17	16	2	4	0	22	105
5:45 PM	2	14	2	2	13	0	1	18	2	4	7	16	81
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM	Pedregosa to Laguna	Pedreg. - Pedreg.	Pedreg. - Olive	Pedreg. - Laguna	Pedreg. - Pedreg.	Pedreg. - Laguna	Laguna - Olive	Laguna - Laguna	Laguna - Pedreg.	Olive - Laguna	Laguna - Pedreg.	Olive - Laguna	

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	33	156	35	18	105	4	108	163	22	24	47	163	878

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	18	82	20	12	57	3	61	93	18	10	27	87	488
PEAK HR. FACTOR:		0.857			0.857			0.896			0.861		0.871

CONTROL: 5-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pedregosa St | DATE: 12/14/2004 | LOCATION: City of Santa Barbara

E-W STREET: Laguna St/Olive | DAY: TUESDAY | PROJECT# 04-7010-004_2

	NORTHBOUND			SOUTHBOUND			EASTBOUND		WESTBOUND	
	WL	WT	WR	WL	SL	EL	NR	WR		TOTAL
LANES:	0	1	0	0	0	0	0	0		
6:00 AM										
6:15 AM										
6:30 AM										
6:45 AM										
7:00 AM	2	2	2	0	0	0	0	1		7
7:15 AM	6	4	2	0	2	2	0	1		17
7:30 AM	8	2	7	1	3	3	0	0		24
7:45 AM	6	8	2	0	4	4	0	1		25
8:00 AM	3	9	1	1	2	2	1	0		19
8:15 AM	2	5	2	0	2	2	0	0		13
8:30 AM	5	2	2	0	2	2	0	0		13
8:45 AM	2	2	1	0	2	0	0	0		7
9:00 AM										
9:15 AM										
9:30 AM										
11:45 AM	Olive to Pedregosa	Laguna - Laguna	Olive - Pedreg	Laguna - Pedreg	Pedreg - Olive	Laguna - Pedgeg	Pedreg - Laguna	Laguna - Olive		
TOTAL VOLUMES =	WL 34	WT 34	WR 19	WL 2	SL 17	EL 15	NR 1	WR 3		TOTAL 125

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	23	23	12	2	11	11	1	2	85
PEAK HR. FACTOR:		0.853			0.750			0.750	0.850

CONTROL: 5-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Pedregosa St DATE: 12/14/2004 LOCATION: City of Santa Barbara

E-W STREET: Laguna St/Olive DAY: TUESDAY PROJECT# 04-7010-004_2

	NORTHBOUND			SOUTHBOUND			EASTBOUND		WESTBOUND	
	WL	WT	WR	WL	SL	EL	NR	WR		TOTAL
LANES:	0	1	0	0	0	0	0	0		
3:15 PM										
3:30 PM										
3:45 PM										
4:00 PM	2	5	2	0	0	2	0	0		11
4:15 PM	1	9	1	1	1	3	1	1		18
4:30 PM	4	5	4	1	1	4	1	0		20
4:45 PM	0	10	5	5	0	6	0	0		26
5:00 PM	7	11	6	6	0	6	3	0		39
5:15 PM	4	8	5	4	1	5	1	1		29
5:30 PM	2	6	7	3	1	4	3	0		26
5:45 PM	2	11	1	2	0	3	0	0		19
6:00 PM										
6:15 PM										
6:30 PM										
6:45 PM	Olive to Pedregosa	Laguna - Laguna	Olive - Pedreg	Laguna - Pedreg	Pedreg - Olive	Laguna - Pedgeg	Pedreg - Laguna	Laguna - Olive		
TOTAL VOLUMES =	WL 22	WT 65	WR 31	WL 22	SL 4	EL 33	NR 9	WR 2		TOTAL 188

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	13	35	23	18	2	21	7	1	120
PEAK HR. FACTOR:		0.740			0.854			0.667	0.769

CONTROL: 5-Way Stop

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Arellaga St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Garden St DAY: WEDNESDAY PROJECT# 04-7010-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	2	1	0	4	0	0	35	0	2	28	0	72
7:15 AM	2	4	4	4	6	2	0	37	1	7	28	0	95
7:30 AM	1	3	4	4	10	1	2	48	0	7	50	0	130
7:45 AM	2	8	8	6	18	4	4	106	5	9	71	4	245
8:00 AM	1	3	5	0	10	0	7	184	5	12	66	0	293
8:15 AM	1	4	3	0	6	0	2	91	3	8	66	1	185
8:30 AM	0	6	5	1	3	2	1	60	0	5	39	0	122
8:45 AM	0	10	7	3	5	1	0	57	6	3	49	1	142
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	7	40	37	18	62	10	16	618	20	53	397	6	1284

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	5	18	20	10	44	5	15	429	13	36	253	5	853
PEAK HR. FACTOR:		0.597			0.527			0.583			0.875		0.728

CONTROL: 2-Way Stop N & SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Arellaga St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Garden St DAY: WEDNESDAY PROJECT# 04-7010-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	10	13	1	9	3	1	80	1	5	62	3	190
4:15 PM	1	4	7	3	15	2	3	81	1	6	69	3	195
4:30 PM	2	6	12	5	20	4	1	70	3	3	52	4	182
4:45 PM	3	10	4	1	7	3	2	75	0	5	72	3	185
5:00 PM	4	11	8	0	3	1	1	64	3	2	97	1	195
5:15 PM	0	3	5	2	3	4	1	80	3	2	86	2	191
5:30 PM	0	7	4	0	4	0	1	78	1	5	81	2	183
5:45 PM	0	3	2	0	2	1	1	77	3	7	57	1	154
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	12	54	55	12	63	18	11	605	15	35	576	19	1475

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	10	31	31	9	45	10	7	290	7	16	290	11	757
PEAK HR. FACTOR:		0.783			0.552			0.894			0.793		0.971

CONTROL: 2-Way Stop N & SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Arellaga St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Laguna St DAY: WEDNESDAY PROJECT# 04-7010-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	0	0	1	3	0	0	4	0	1	6	0	16
7:15 AM	1	1	0	0	7	0	1	7	0	1	3	0	21
7:30 AM	0	4	0	0	10	0	1	12	1	6	11	1	46
7:45 AM	1	0	1	2	11	0	0	18	4	2	12	5	56
8:00 AM	0	0	0	0	6	1	0	13	1	6	11	1	39
8:15 AM	0	1	2	0	4	2	1	13	0	2	1	0	26
8:30 AM	0	4	1	2	5	2	0	10	1	3	9	3	40
8:45 AM	1	5	0	1	5	0	0	11	3	0	3	5	34
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	4	15	4	6	51	5	3	88	10	21	56	15	278

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	1	5	3	2	31	3	2	56	6	16	35	7	167
PEAK HR. FACTOR:		0.563			0.692			0.727			0.763		0.746

CONTROL: 2-Way Stop N & SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Arellaga St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Laguna St DAY: WEDNESDAY PROJECT# 04-7010-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	11	0	1	9	2	0	14	0	3	14	0	55
4:15 PM	1	5	2	1	16	1	0	15	0	0	7	1	49
4:30 PM	2	6	2	3	6	0	0	18	2	0	8	1	48
4:45 PM	1	5	0	1	10	0	1	26	2	5	10	1	62
5:00 PM	0	8	1	1	6	2	1	18	0	0	20	4	61
5:15 PM	1	4	0	0	7	0	1	16	1	0	11	2	43
5:30 PM	1	4	2	1	5	0	1	19	1	2	8	2	46
5:45 PM	0	0	0	0	3	0	1	12	1	0	3	2	22
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	7	43	7	8	62	5	5	138	7	10	81	13	386

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	4	24	5	6	38	3	2	77	4	5	45	7	220
PEAK HR. FACTOR:		0.825			0.653			0.716			0.594		0.887

CONTROL: 2-Way Stop N & SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Arellaga St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Olive St DAY: WEDNESDAY PROJECT# 04-7010-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	1	0	4	4	3	2	20	0	5	14	0	53
7:15 AM	1	0	1	1	2	3	1	15	1	4	15	1	45
7:30 AM	2	1	2	2	6	3	2	43	0	1	43	0	105
7:45 AM	2	5	3	0	8	8	6	83	1	4	84	2	206
8:00 AM	0	8	3	4	3	6	2	48	1	2	47	5	129
8:15 AM	1	6	1	4	6	4	6	28	0	3	34	5	98
8:30 AM	1	1	0	1	1	3	5	24	2	1	4	3	46
8:45 AM	0	6	6	2	1	2	4	28	0	1	15	1	66
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	7	28	16	18	31	32	28	289	5	21	256	17	748

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	5	20	9	10	23	21	16	202	2	10	208	12	538
PEAK HR. FACTOR:		0.773			0.844			0.611			0.639		0.653

CONTROL: 2-Way Stop N & SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Arellaga St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Olive St DAY: WEDNESDAY PROJECT# 04-7010-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	4	3	1	1	1	1	25	0	5	37	3	81
4:15 PM	0	4	4	3	7	5	3	24	1	2	42	2	97
4:30 PM	0	10	2	3	5	4	4	33	1	6	40	1	109
4:45 PM	0	4	4	7	7	6	1	29	1	4	37	4	104
5:00 PM	1	6	2	0	6	6	1	40	0	5	40	4	111
5:15 PM	1	6	1	5	2	6	10	25	0	4	48	6	114
5:30 PM	0	5	0	2	5	5	3	14	1	2	26	3	66
5:45 PM	4	3	3	1	2	0	5	43	2	3	50	7	123
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 6	NT 42	NR 19	SL 22	ST 35	SR 33	EL 28	ET 233	ER 6	WL 31	WT 320	WR 30	TOTAL 805

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	2	26	9	15	20	22	16	127	2	19	165	15	438
PEAK HR. FACTOR:		0.771			0.713			0.884			0.858		0.961

CONTROL: 2-Way Stop N & SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Micheltorena St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Salsipuedes St DAY: WEDNESDAY PROJECT# 04-7010-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	8	2	2	0	0	0	0	0	0	0	12
7:15 AM	0	2	1	1	2	0	0	0	0	0	0	0	6
7:30 AM	3	2	4	4	7	0	0	0	0	4	0	0	24
7:45 AM	1	5	6	13	3	1	1	0	0	6	1	2	39
8:00 AM	2	5	16	15	7	0	1	0	1	17	1	9	74
8:15 AM	5	4	7	5	11	1	0	0	0	9	3	13	58
8:30 AM	4	9	5	1	11	0	0	1	2	2	1	12	48
8:45 AM	4	6	3	3	15	0	1	2	3	2	5	1	45
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 19	NT 33	NR 50	SL 44	ST 58	SR 2	EL 3	ET 3	ER 6	WL 40	WT 11	WR 37	TOTAL 306

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	15	24	31	24	44	1	2	3	6	30	10	35	225
PEAK HR. FACTOR:		0.761			0.784			0.458			0.694		0.760

CONTROL: 2-Way Stop E & WB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Micheltorena St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Salsipuedes St DAY: WEDNESDAY PROJECT# 04-7010-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	12	9	2	8	0		4	8	0	6	4	56
4:15 PM	4	4	8	5	4	0		3	4	2	0	2	36
4:30 PM	4	8	6	2	6	0		0	7	2	1	3	39
4:45 PM	1	11	8	3	6	0		4	2	4	0	2	41
5:00 PM	2	9	10	5	12	0		5	5	3	1	5	57
5:15 PM	0	13	7	2	5	0		3	3	10	0	8	51
5:30 PM	0	13	7	6	6	3		0	0	4	3	5	47
5:45 PM	1	11	8	4	5	1		1	4	1	1	9	46
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 15	NT 81	NR 63	SL 29	ST 52	SR 4	EL 0	ET 20	ER 33	WL 26	WT 12	WR 38	TOTAL 373

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	3	46	32	17	28	4	0	9	12	18	5	27	201
PEAK HR. FACTOR:		0.964			0.721			0.525			0.694		0.882

CONTROL: 2-Way Stop E & WB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sola St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Salsipuedes St DAY: WEDNESDAY PROJECT# 04-7010-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	2	1	0	5	1	1	6	2	0	2	0	21
7:15 AM	0	1	0	0	5	0	0	1	0	0	0	0	7
7:30 AM	0	1	1	0	10	0	2	7	0	0	2	0	23
7:45 AM	0	7	1	2	12	4	17	7	0	1	4	0	55
8:00 AM	0	22	2	4	31	4	21	4	1	3	9	4	105
8:15 AM	0	4	2	0	16	11	3	6	0	1	16	0	59
8:30 AM	0	4	0	0	5	0	0	4	0	1	1	0	15
8:45 AM	0	3	0	0	8	0	0	9	0	0	5	0	25
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	1	44	7	6	92	20	44	44	3	6	39	4	310

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	34	6	6	69	19	43	24	1	5	31	4	242
PEAK HR. FACTOR:		0.417			0.603			0.654			0.588		0.576

CONTROL: Signalized; 2-Way Stop N & SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Sola St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Salsipuedes St DAY: WEDNESDAY PROJECT# 04-7010-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	7	0	1	9	1	3	9	0	1	7	0	38
4:15 PM	0	6	1	0	13	1	5	7	3	0	2	0	38
4:30 PM	1	8	0	0	8	2	0	4	2	2	5	1	33
4:45 PM	1	7	1	1	6	4	4	7	1	2	2	1	37
5:00 PM	0	9	1	0	8	3	5	12	3	1	4	0	46
5:15 PM	1	7	0	0	6	5	6	3	2	2	8	1	41
5:30 PM	1	9	0	0	7	4	4	6	2	1	5	0	39
5:45 PM	0	8	1	0	10	1	5	7	1	3	9	0	45
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	4	61	4	2	67	21	32	55	14	12	42	3	317

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	2	33	2	0	31	13	20	28	8	7	26	1	171
PEAK HR. FACTOR:		0.925			1.000			0.700			0.708		0.929

CONTROL: Signalized; 2-Way Stop N & SB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Anapamu St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Laguna St DAY: WEDNESDAY PROJECT# 04-7010-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	38	5	0	42	2	2	3	2	0	4	1	101
7:15 AM	2	50	6	0	51	1	1	6	5	2	7	1	132
7:30 AM	0	79	4	0	71	5	4	11	3	1	9	0	187
7:45 AM	3	73	4	1	93	3	4	20	5	1	12	2	221
8:00 AM	5	40	1	1	82	2	3	30	4	2	8	2	180
8:15 AM	0	33	2	0	53	3	4	8	3	1	8	2	117
8:30 AM	6	42	4	3	69	9	2	22	4	2	14	1	178
8:45 AM	2	35	4	1	93	5	2	10	3	2	8	0	165
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	20	390	30	6	554	30	22	110	29	11	70	9	1281

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	10	242	15	2	297	11	12	67	17	6	36	5	720
PEAK HR. FACTOR:		0.804			0.799			0.649			0.783		0.814

CONTROL: 2-Way Stop E & WB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Anapamu St DATE: 12/8/2004 LOCATION: City of Santa Barbara

E-W STREET: Laguna St DAY: WEDNESDAY PROJECT# 04-7010-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	86	6	3	80	1	9	13	5	0	6	4	213
4:15 PM	2	106	1	3	68	3	7	12	7	2	11	2	224
4:30 PM	2	85	1	0	63	5	6	12	4	2	11	0	191
4:45 PM	8	79	4	0	85	3	6	9	8	3	17	0	222
5:00 PM	3	95	3	3	82	3	10	17	13	0	10	3	242
5:15 PM	6	89	1	1	88	3	8	23	4	1	13	2	239
5:30 PM	4	90	2	2	66	7	7	11	4	1	11	0	205
5:45 PM	1	85	1	2	62	1	8	9	1	1	6	3	180
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 26	NT 715	NR 19	SL 14	ST 594	SR 26	EL 61	ET 106	ER 46	WL 10	WT 85	WR 14	TOTAL 1716

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	21	353	10	6	321	16	31	60	29	5	51	5	908
PEAK HR. FACTOR:		0.950			0.932			0.750			0.763		0.938

CONTROL: 2-Way Stop E & WB

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Bath St DAY: WEDNESDAY PROJECT# 04-1172-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2			2	0	1		1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	32	186			286	7	21		25	38	33	9	637
4:15 PM	28	176			228	7	30		33	40	32	5	579
4:30 PM	24	210			216	6	11		41	44	28	4	584
4:45 PM	28	228			216	9	21		43	62	33	5	645
5:00 PM	26	189			282	13	22		44	84	39	6	705
5:15 PM	32	244			288	14	16		45	74	32	7	752
5:30 PM	40	211			232	15	11		43	62	35	8	657
5:45 PM	38	240			188	11	15		33	51	34	9	619
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	248	1684	0	0	1936	82	147	0	307	455	266	53	5178

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	126	872	0	0	1018	51	70	0	175	282	139	26	2759
PEAK HR. FACTOR:		0.904			0.885			0.928			0.866		0.917

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mission St DATE: 3/24/2004 LOCATION: City of Santa Barbara

E-W STREET: Bath St DAY: WEDNESDAY PROJECT# 04-1172-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2			2	0	1		1	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	12	105			75	3	4		7	31	15	4	256
7:15 AM	22	188			84	5	6		9	51	18	8	391
7:30 AM	20	207			222	13	5		12	50	20	12	561
7:45 AM	25	356			211	12	10		15	57	35	10	731
8:00 AM	30	278			259	13	14		19	67	54	8	742
8:15 AM	38	198			187	18	10		23	51	35	12	572
8:30 AM	44	205			190	27	13		26	37	15	22	579
8:45 AM	30	208			183	15	9		15	31	18	14	523
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 221	NT 1745	NR 0	SL 0	ST 1411	SR 106	EL 71	ET 0	ER 126	WL 375	WT 210	WR 90	TOTAL 4355

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	137	1037	0	0	847	70	47	0	83	212	139	52	2624
PEAK HR. FACTOR:		0.770			0.843			0.833			0.781		0.884

CONTROL: Signalized;